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BALTIMORE, JUNE 22, 1894.

Information Wanted.

The MANUFACTURERS' RECORD wants information about Southern industrial and business matters. It invites correspondence from every one who has anything of public interest, whether it be in the shape of discussion of business matters that concern the South's prosperity, the building of a new factory of any kind, the enlargement of an old one, the opening of a mine, the projection or the construction of a railroad, or whatever it may be that relates to Southern advancement. The MANUFACTURERS' RECORD aims to be the medium of communication between the business interests of the South—a medium through which manufacturers and others can express their views and give any facts relating to their own business or to the business of the country, as well as to be the medium through which the business interests of the South shall be made known to the people of the whole country. Every manufacturer in the South must at times have information that would be of interest and value to others, the publication of which would help the South. The MANUFACTURERS' RECORD invites all such correspondence.

An incident of the tariff debate in the United States Senate last week was the remarkable speech of Senator Chandler. The New Hampshire senator emerged from the narrowness of sectional feeling which seemed hitherto to envelop him, and discovered that the South, industrially, was becoming a potential factor in the country's growth. Although a little late in proclaiming his belief, the senator's attitude towards the South will be accepted as a creditable departure and one worthy of imitation by some others of national prominence. In the broader light of the expiring nineteenth century the feeling of animus directed against the South is gradually being dispelled, and to study its marvelous resources and growth is now an essential practice to the statesman, as well as the business man.

A New Starting Point in the South.

The completion of the Richmond & Danville reorganization, hereafter to be known as the Southern Railway Co., is an event of great interest to the South. This immense system, now backed by the most powerful financial forces in America—Messrs. Drexel, Morgan & Co. and the Vanderbilt interests—will become a mighty factor in the advancement of the whole country tributary to the thousands of miles of road controlled by the Richmond Terminal. The South has been steadily strengthening its hold upon the financial powers of the world of late years, and now with the Vanderbilts and Drexel, Morgan & Co. controlling the Chesapeake & Ohio and the Richmond Terminal in the central South; the Flaglers, H. B. Plant and Hamilton Disston putting millions into Florida; the Goulds, Rockefellers and C. P. Huntington in the Southwest; the Belmonts handling the Louisville & Nashville; Russel Sage extending his railroad investments in Alabama; Wm. T. Walters pushing his Atlantic Coast Line further south, and other great financiers concentrating their energy and their money upon the development of the South, there is such a combination of financial power now turned to the advancement of this section as has never been seen before. The South is now entering upon a new period in its material affairs. This is a new starting point in its business life, a new date from which to chronicle its progress. It has weathered the financial storm and stood the business depression better than any other section. It has reorganized its forces, and is now prepared to take full advantage of returning prosperity when this era of depression shall pass away.

A Wise Move for Texas.

A seasonable and sensible movement is that of Governor Hogg, of Texas, to make a Northern tour with a party of Texas business men for the purpose of dispelling erroneous constructions and impressions given by recent assemblies of the Texas legislature.

Capital is accumulating in the business centres and is seeking investment, and as the financial stringency decreases this aggregation of funds and desire for investment will become greater. Because it has come out of the financial crisis with flying colors, because its business is expanding in volume day by day, because of the bright outlook in its agricultural sections, and because of the formidable and steady progress of its industrial development, the South offers the most attractive field to capital, enterprise and energy. That this is appreciated is shown by the alacrity with which funds are forthcoming for financial transactions of magnitude in

the South, recorded from week to week in the MANUFACTURERS' RECORD.

Governor Hogg's Northern visit is therefore well-timed and calculated to be of much benefit to the State of Texas. Northern investors have too many opportunities in the South to chance investment where there is any possibility of inimical legislation. The Texas legislature has unfortunately to some extent created a belief that outside capital would be antagonized by State laws. To explain away this hurtful impression is the mission of Governor Hogg and the Texas business men who accompany him. The party will visit all the leading business centres, including Chicago, New York, Baltimore, Washington, Philadelphia, Boston, Buffalo, Albany, Cincinnati and St. Louis. Invitations have been accepted to meet the business organizations of these cities and addresses will be made, showing that the citizens of Texas will hospitably welcome the man of enterprise and capital, guarantee just treatment and will join hands with him in unfolding and developing the wondrous stores with which nature has gifted their State.

Mr. R. T. MADDOX, president of the Maddox-Rucker Banking Co., Atlanta, Ga., in a letter to the MANUFACTURERS' RECORD in regard to the meeting to be held in New York on Thursday, says:

The people of the South do not, I am afraid, fully appreciate the good they are receiving and will continue to receive from the efforts of your paper. There is no other paper that I see that is giving half the attention that the MANUFACTURERS' RECORD is to the interests of our Southern country. As I have just said, I am afraid the Southern people do not fully appreciate what you have the opportunity of doing for them.

An eloquent and comprehensive summing up of the industrial development of the South was given in the annual address to the Tennessee Press Association of Prest. L. J. Brooks, editor of the West Tennessee Whig. Mr. Brooks handled his theme in a most attractive style, bringing out with telling emphasis the dominant features of Southern growth, evidencing broad and studious inquiry, and manifesting a vigorous interest, which is worthy of many followers among his fraternity.

FRANK Y. ANDERSON, land commissioner of the Queen & Crescent Railroad system, in a letter to the MANUFACTURERS' RECORD relative to the New York meeting of business men interested in Southern development, says:

I recognize to the full the importance of this meeting and the movement which its results will lead to in publishing to the world that the South, with its matchless resources and its genial and salubrious climate, is the paradise of both the rich and the poor man. As for the MANUFACTURERS' RECORD, it deserves the thanks of every business man in the South. The grand stand it has taken looking to the betterment of the Southern States, the acknowledged reliability of everything it says concerning the South, and the lead it has assumed in fostering movements for the promulgation of information from every Southern State, have made it a power throughout the entire country.

One Hindrance to Advancement.

There is a growing aversion among the people of the South to the methods pursued by certain classes of demagogues to the annoyance and hindrance of corporations. The Southern people are becoming alive to the suicidal character of legislation which aims to persecute associated capital. They are recognizing the true animus prompting such laws, and are beginning to see in the attempts to enact them the political jugglery and selfishness of the makers. Many States of the South have suffered by such a type of politicians, but the general awakening to the importance of material growth which has invaded every part of the Southland has served to lessen their powers and chances for mischief. It is to be regretted that a complaint of this character should now come from the great State of Tennessee, which, in its lavish resources of iron, coal and timber, its rich agricultural lands and many admirable situations for large cities, stands greatly in need of potent and wealthy syndicates to launch and carry out enterprises beyond the scope of individual endeavor. And this complaint comes, too, from a man closely identified with the State's progress, and one who has taken a liberal and active part in its advancement. Tennesseans, with their well-known spirit of justice and fair play, may be prompted by his letter to remedy or lessen the things complained of. The writer, after regretting his inability to be present at the meeting of Southern business men in New York on Thursday, says:

In my judgment the greatest hindrance to its prosperity is in the obstructive laws that double tax all enterprises that can only be carried on by corporations, as very few individuals have sufficient capital to insure success in large industries, and they can only be successfully dealt with by associated capital. There are no lack of opportunities for successful industries, but in Tennessee the laws are such that the property is taxed, the stock is taxed, and then a most onerous privilege tax is imposed before you can carry on the business. Then if any operative should by any means become disabled, the spirit of the laws and courts or juries is such that no matter how the hurt has occurred, a heavy penalty is invariably put upon the defendant corporation. The only way to prevent such spoliation is to keep constantly employed a high priced lawyer, and then the time occupied and the vexatious delays incurred discourage and impede any manager and makes him wish to get out of such a troublesome condition of affairs. If influential papers, like the MANUFACTURERS' RECORD, would try to reform these crying abuses and educate the public to a better condition of affairs, it would be a grand work in the interest of Southern development.

A NOTEWORTHY growth in the introduction of the telephone system in the smaller towns of the South is to be observed during the past year. This widespread application is indicative of the increasing cosmopolitan growth of business conditions, and is only in line with the demand for celerity in business matters occasioned by the expanding and diversified nature of the volume of trade.

An Enemy of the South.

It is a favorite and sometimes successful trick with irresponsible and unscrupulous newspapers (for unhappily there are such), when by reason of lack of ability or originality they have failed to rise to public notice, to set about abusing and decrying everybody and everything in the hope of attracting attention and getting themselves advertised. A monthly publication in Atlanta, unworthily called "Dixie," has within recent months started the policy of denouncing and maligning indiscriminately public men and important enterprises and movements, and sending to other papers marked copies containing these articles, its purpose manifestly being to secure in this way the notoriety that for lack of merit it could not gain by reputable methods.

For two or three years a number of progressive and public-spirited business men of the South have been trying to bring about the establishment of lines of regular steamers between Southern ports and Europe. The whole South has watched with eager interest the progress of the movement, and "direct trade" has come to be universally recognized as one of the greatest needs of the South. But, regardless of the beneficent results that would follow the establishment of direct trade, the accelerated growth of existing coast cities and the building up of new ports, the impetus given to Southern industries by this opening of nearby outlets to foreign trade, the saving in railroad freights from New York on imported articles—indifferent to these and all the multiplied and diverse benefits of "direct trade," this narrow and vindictive sheet, in its eager quest for notice—or something else—has persistently sought to disparage the movement, which it calls "a maudlin and unworthy sentiment," a characterization that, applied to a practical business effort, is as silly and meaningless as it is malicious. It has also singled out Col. I. W. Avery, the most vigorous champion of "direct trade," one of the best and ablest men of the South, for its abuse.

The harbor of Port Royal is considered the world over to be one of the finest harbors on the globe. The United States government, after an exhaustive exploration of the whole south Atlantic and gulf coast, is building there the largest dry-dock in the United States at a cost of about \$800,000. The Wm. Johnston Co., one of the greatest steamship companies in Great Britain (the company which the late John W. Garrett, president of the Baltimore & Ohio Railroad, selected as the best company in Europe with which to identify his railroad, and with which he formed an alliance that has for years given Baltimore four or five of its best regular European steamship lines), after a careful investigation, decided to establish a regular steamship line from Port Royal to Liverpool. Under the operation of this company the exports from Port Royal were \$3,170,000 for the ten months ended April, 1894, against \$773,000 for the corresponding time in 1893.

A number of business men of Georgia and South Carolina with sagacity and foresight enough to see the feasibility of building up a great city around the harbor of Port Royal, and with energy enough to avail themselves of the op-

portunity, as a necessary initial step, bought such of the available land and water frontage as could be had, and then made an alliance with Northern and foreign capitalists. Every true Southerner—every man who cares for the South and has its interest at heart—has watched with increasing gratification the substantial and continual progress that has been made in the development of Port Royal.

The marvelous success of Newport News, whose development was begun about ten years ago by C. P. Huntington, and which has been followed up by Mr. Ingalls and Mr. Orcutt, is about to be duplicated here, the export trade of Port Royal being already one-third that of Newport News.

One result of the establishment of a line of passenger and freight steamers to Liverpool has been that the largest winter-wheat flour mill in the world, located in Tennessee, has already developed an export business that necessitates an enlargement of its capacity, having exported during the last few months about 50,000 barrels of flour via Port Royal.

But this clamorous seeker after publicity, bent upon thrusting itself upon the unwilling attention of the public, and eager always to defame any Southern interest for the sake of its own imagined advancement, has made Port Royal and the effort to build up a seaport town there an object of its malicious assault. With inconceivable stupidity it points out that Port Royal can never be a "port of entry for a line of European steamers," because, forsooth, it is now "a mere town of 500 inhabitants entered by a single line of railroad, without a bank, and doing business, including all interests, with a capital of less than \$15,000."

The Southern Immigration, Land & Title Co. is a recent enterprise that has attained conspicuous prominence because of the men who are at the head of it, and because of the nature and the breadth and scope of its proposed operations. The company was originated by Hon. Chauncey F. Black, ex-lieutenant-governor of Pennsylvania, who is its president and its active manager in conjunction with Mr. A. A. Arthur. Its purpose is to make a business of colonizing lands in the South, handling large Southern properties, securing capital for manufacturing enterprises and development of mining and timber lands, water-powers, etc.

THE MANUFACTURERS' RECORD regards it as one of the most important and promising organizations that has ever been formed in behalf of the development of the South, and it has had the commendation of the leading newspapers and the foremost business men, bankers and railroad officials in all parts of the South, but this malevolent assailant of honest men and honest measures hastens to attempt to make itself conspicuous by maligning it.

It charges that Mr. A. A. Arthur, who is characterized as the "chief promoter" of this enterprise, is a "boomer;" that his "Middlesborough career" was a failure; that through him large sums of money were lost in speculation at Middlesborough, and that to "secure elaborate bolstering" for "his company" he publishes the names of a dozen or more prominent men as directors. Besides the usual plan of sending marked copies

to other papers in the hope of being quoted, marked copies have also been sent to the gentlemen whose names appear on the prospectus of the company as its directors, with letters calling their attention to it, the end evidently sought to be attained in this case being something beyond, and more substantial than, mere notoriety.

It is quite true that Mr. Arthur was at the head of Middlesborough, and, as the projector of the developments around Cumberland Gap, he procured the investment of many millions of dollars of English money, the building of several hundred miles of railroad, the construction of a tunnel under the mountain a mile long, the investment of over \$2,000,000 in a steel plant owned by English iron and steel-makers which is ready to go into operation just as soon as the condition of the iron trade justifies it, the opening of coal mines, the building of saw mills and innumerable allied and dependent industries, accomplishing more than any other man has ever accomplished in this country in so short a time and under conditions so difficult.

It is quite well known to all who are familiar with the history of Middlesborough and Cumberland Gap that the stagnation of Middlesborough came about through the efforts of some London stockholders to use it as a basis of stock speculation, and that Mr. Arthur's voluntary retirement from the management of the company was due to the fact that he persistently and strenuously opposed their methods and refused to do anything not in line with the original policy of actual development.

There is no doubt in the mind of any intelligent man who had any knowledge of the situation that had the London stockholders fulfilled their obligations and allowed Mr. Arthur to go on with the plans they had authorized him to begin, the Middlesborough undertaking would have been pre-eminently successful in spite of the business and industrial depression that followed the Baring failure.

With his withdrawal from the Middlesborough and other Cumberland Gap enterprises that he had directed, they sank into a state of collapse, Mr. Arthur himself suffering along with every other property-owner and investor.

As has been stated, the founder of the Southern Immigration, Land & Title Co., that universally beloved and trusted Pennsylvanian, Hon. Chauncey F. Black, in the early stage of the enterprise sought the co-operation of Mr. A. A. Arthur because Mr. Arthur is one of the broadest and ablest men in this country. And Governor Black believed that with the machinery of such an organization as he had in mind, Mr. Arthur would accomplish in furtherance of its plans more than any other living man.

The intimation that such men as Julian S. Carr, of Durham, N. C.; William A. Clark, of New York; M. Erskine Miller, of Staunton, Va.; C. B. Orcutt, of New York; John Skelton Williams, of Richmond, Va.; James U. Jackson, of Augusta, Ga.; Louis Windmuller, of New York, and the other members of the board of directors have lent the use of their names to the "bolstering" of an irresponsible enterprise is calumny that finds its refutation in the names themselves.

These gentlemen and the other stockholders of the company are in this enterprise for business. They have gone into it after the most careful and thorough investigation of its plans and purposes and possibilities, and the organization in its present shape is the outgrowth of much deliberation and consultation and discussion among them. They are putting into it their time and thought and money to promote the development of the South by legitimate and conservative business methods not merely from motives of patriotism, but as a means of making money.

The business of the company is directed by the president, Mr. Black; the third vice-president and general manager, Mr. Arthur, and by an executive committee of the board of directors composed, besides them, of Messrs. M. Erskine Miller, Julian S. Carr, James U. Jackson and Richard P. Rothwell, and this executive committee will meet every week at the company's office in Baltimore.

The Southerner who at any time should extend only a cold, wet-blanket kind of welcome to the humblest of our Northern friends who might come to join hands with our people in working out the South's great destiny would deserve grave censure, but just at this particular time, when a progressive and patriotic press and people are making the effort of the century to enlist Northern and foreign co-operation in the utilization of the South's waste places, the Southerner, who, through personal malice or envy or any other cause, may be found giving offense to gentlemen of high character engaged in the very work which by common consent the South most sorely needs, such a man at this juncture is an enemy and a traitor to his country and should be dealt with accordingly.

A TELEGRAM FROM GOVERNOR BLACK.

After the foregoing was written the following telegram was received from Governor Black:

YORK, PA., June 19.

The Manufacturers' Record, Baltimore:

Upon my arrival at home last night from Baltimore I found a copy of an Atlanta publication containing an abusive article which reflects upon both myself and my associates in the Southern Immigration, Land & Title Co., which you may have read. The spirit of the article is apparent, and as it was quite impossible for the writer to have any actual knowledge of the company's affairs, his conclusions can be of no moment to anybody but himself, or to the unfortunate gentleman who imparted to him his large stock of misinformation. The names of the directors of the Southern Immigration, Land & Title Co. will afford a sufficient answer to loose aspersions from any quarter. An executive committee consisting of M. Erskine Miller, chairman, and of Messrs. Julian S. Carr, James U. Jackson, J. Skelton Williams, R. P. Rothwell and Alexander A. Arthur, with the president and officers personally and actively in charge of the affairs of the company, will put to an early shame any premature criticism upon its management, about which the critic is necessarily in position to know nothing whatever. It is not to be supposed that the company selected a general manager for a business of this character without due consideration, and we know that we have secured in Mr. Arthur precisely the man we want. His reputation was not made in a corner. His career has been seen of all men. His work for the South speaks for itself. I am able to say that he has, in an extraordinary degree, the confidence of the board of directors and of the executive committee, who assume the active personal management of our concern. His well tried integrity and remarkable capacity for such business as he has undertaken for us, particularly his superior aptitude in the detection of individual shams, are as well known to us as they are to those in the South, in New York and in England with whom he has hitherto been associated. In nothing has the Southern Immigration, Land & Title Co. been more fortunate than in the choice of a general manager.

CHAUNCEY F. BLACK.

THE WEEK IN THE SOUTH.

Condition of Business and the Latest Features of Southern Progress Summarized.

The completion of the reorganization of the Richmond & Danville Railroad, backed by the greatest financial interests in America, must prove of inestimable value to the entire South. It will attract renewed attention to this section and help to start with increased vigor the advancement of every business interest of the whole South. Reports from all parts of the country show that increased attention is being given to the question of emigration to the South, while on the part of Southern people there is greater activity than ever before in devising ways and means to attract men, money and manufacturers to this section. Taking a general look over the whole situation, the prospect for the solid, substantial development of the South was never more promising. The list of new industrial enterprises as reported during the past week shows a slight decrease as compared with the preceding week. Among the enterprises reported were a \$250,000 coal-mining company, \$10,000 brick works, woodworking and planing mills in West Virginia; a \$100,000 irrigating company, \$30,000 water-power concern, \$10,000 advertising company, \$750,000 water works, \$30,000 ice and electric company and water works in Texas; a \$45,000 preserve farm company, \$300,000 guano works, \$100,000 oil mill and woodworking plant in South Carolina; a \$25,000 wood-working company, bauxite mines, shoe factory, telephone system, etc., in Georgia; a \$150,000 bridge company, wood-working plant, telephone line, etc., in Arkansas; a \$66,000 water-works plant, tobacco works, steam laundry, etc., in Kentucky; printing works, novelty mill, phosphate mine, horseshoe works, steam laundry, etc., in Florida; a \$20,000 manufacturing company, \$34,000 machine shops and \$50,000 publishing company in Maryland; a large lumber plant, etc., in Mississippi; an ice factory, gold mines, etc., in North Carolina; a \$30,000 flour-mill company, wood-working plant, tool works, etc., in Tennessee; a \$25,000 publishing company, gold mine, \$8000 lighting plant, \$12,000 publishing company, cannery, coal mine, etc., in Virginia. The new buildings included a \$54,000 opera-house, \$12,000 school, \$25,000 college, \$10,000 storehouse and \$10,000 church in Texas; a \$7000 schoolhouse and \$20,000 schoolhouse in Georgia; a \$55,000 business building in Florida; a \$16,000 residence in Virginia, and a \$14,000 church in Alabama.

A Suggestion to the New York Meeting.

NEW ORLEANS, June 16.

Editor Manufacturers' Record:

The recent Immigration and Industrial Congress at Augusta, Ga., points out the strongest possible duty of every Southern State which participated in the deliberations of the convention. As usual, no definite steps were taken to obtain practical results in immigration beyond resolutions, and the need of the hour is to crystallize these resolutions into something tangible.

In returning from a two weeks' trip through Texas, that grand old Commonwealth which has always led the South in material advancement, in unanimity of action and in practical methods for displaying its resources to intending settlers, the writer noticed a novel yet attractive plan to bring together the Southern States in concerted action, and, coming upon the heels of the Augusta Convention, and in connection with the Business Men's Convention at New York city on June 21, called through the MANUFACTURERS' RECORD, these Texas suggestions are both timely and pregnant with good suggestions for the permanency of the work at Augusta.

In a nutshell, it is suggested by the

Texas people to ask the legislature of that State to appropriate \$10,000 towards the establishment of a Southern States Bureau of Information, each other State to apply an equal amount, and operate a general office at some centrally-located city in the South, to disseminate information regarding this section. The idea is to get something practical out of the two immigration conventions at Richmond, Va., and Augusta, Ga., and Texas takes the initiative. Louisiana, however, will be a good second, for already the Young Men's Business League is agitating the subject here, and will probably pass resolutions within a few days urging the legislature to do the same thing that Texas is now doing, and the organization will send a delegation to New York to represent the State at the Business Men's Convention at the Fifth Avenue Hotel on June 21. The latter part of the matter is already settled, and the delegation is already on the way.

The governors of the Southern States have placed themselves on record as endorsing any feasible plan to attract immigration. The Texas suggestion undoubtedly meets the situation, and it now remains with the commercial bodies in each State to urge their executives to recommend an appropriation by their legislatures to this end. The plan of a general Southern Immigration Bureau, with headquarters at some central point, under the charge of a competent commissioner, and with a fund of \$130,000 to \$150,000 for advertising the South, would do more good for this section than all the resolutions passed by conventions during the next decade. If such a bureau is established every railroad system in the South would contribute very liberally to it, to the incalculable benefit of the Southern section.

Naturally, this plan cannot be put through without some delays, but with the co-operation of the Southern press the idea can be agitated and each State legislature urged to make the appropriation when it next meets, the governors recommending it by resolutions from commercial bodies. The latter can in the meantime call a general meeting to discuss some form of resolutions, and thus get the question already agitated at Richmond and Augusta into some tangible shape toward the material development of the South. The New Orleans organizations will probably call such a convention, and this State will certainly swing into line with Texas in co-operating to display the South's resources.

FREDERIC J. COOKE.

The Spirit That Animates the South.

GREENWOOD, S. C., June 18.

MR. R. H. EDMONDS,

Editor Manufacturers' Record:

Dear Sir—As a member of the recent Industrial Congress, held in Augusta, Ga., with my preconceived notions thereby emphasized of the great need in the South for capital and intelligent immigration, I shall be permitted, sir, as a Southerner, to thank you for the persistent power of your personality and your pen in behalf of the development of the South, to thank you for your presence at our recent congress in Augusta, and especially to thank you for calling the great meeting of capitalists in the city of New York on the 21st inst. in behalf of the South.

As an ardent follower of Henry W. Grady, my college-mate and friend, I belong to that modern school of Southern peace and progress of which the illustrious Grady was the apostle and the founder. I stand amazed, even to consternation, that men like General Rosser and Rev. Robert Cave should proceed to re-establish crimson lines which have been rendered mere shadows by the new South, led by Grady to love the four and forty stars of the Union as our own, and by him led, in all sincerity of heart, to regard the industrial development of the South as the great

overbearing master-question committed to that new South, which, in all purity of purpose, in all honesty of heart, and in all integrity of manhood, desires to secure the investment of Northern capital within her borders, where the flag of the Union is supreme, and where every dollar of corporate capital invested shall be guarded and protected by just legislation, by true confidence and by sacred honor.

Mark you, sir, I do not write to perpetuate, but to help make perish the spirit of sectionalism and of factionalism and every other "ism" that belies the true and honest loyalty to the stars and stripes and love for our whole country which animates the great heart of the new South, which, with every throb, carries the keen hope for the exposition to the world of the transcendent treasures locked in her fertile fields and matchless mountains.

I write in great haste, but I trust I convey to you, and that you will convey to the convention of capitalists, the true and great message of the South's loyalty and of the South's profound sorrow for any stain left by fanatics upon the justice, honor and good faith of that loyalty, long since proclaimed with all integrity of purpose. The marvelous and unexampled devotion of the whole South for Grady, as for no other civilian who ever existed, is plain proof that the majesty of the royal creed of the incomparable Georgian reigned all triumphant in Southern hearts. And need we pause to inquire what was that creed? No. In innumerable Southern commencements this summer boys have memorized and proclaimed that creed amid answering sympathy and applause, "United, all united, now and forever, the South bears her message of good-will and friendship in all sincerity, and trusts and prays to Almighty God for the indissoluble union of American States and the imperishable brotherhood of the American people;" and Mr. Grady then prophesied that Northern capital would unlock to the world the lands of the sunny South as the fairest half of this republic.

If our Northern friends would be deaf to the few fanatics and crazy politicians who misrepresent the South, and would only come amongst us to share our heartfelt hospitality and see our natural resources, without parallel on the globe, then the problem would be solved of Southern development.

W. WADDY THOMSON.

Cincinnati and the Atlanta Exposition.

CINCINNATI, O., June 7.

Editor Manufacturers' Record:

Atlanta should understand that in her exposition project she has a zealous and powerful ally in Cincinnati. The business men of this properly-dubbed "Queen City of the West" have, with their practical sagacity, been pushing the idea of that South American trade. And the exposition is squarely on her line, and she rejoices to have such a colleague as the Gate City.

Apart from the special unity of aim, however, Cincinnati feels close brotherhood to Atlanta by reason of her geographical relation to her, and also by the reciprocal spirit of a common go-ahead-iveness that belongs to both, and marks the citizenship of each to a striking degree.

The vigor with which they rallied to the first suggestion of endorsement was enthusiastic. Said Gen. Michael Ryan, the genial and able president of the Chamber of Commerce and Merchants' Exchange, "Atlanta's project is ours." And he and Mr. Charles B. Murray, the efficient superintendent of the body, co-operated to the fullest, and the great organization of cool-headed, practical men pass the earnest resolutions with a rush.

General Ryan is a fine speaker, and his utterances were ringing. He very kindly introduced your envoy, commended the enterprise in the heartiest terms, spoke praise-fully of Atlanta, and emphasized Cincinnati's identity of interest with us, and her

sure co-operation in our efforts for the common good, and eloquently expressed Cincinnati's readiness to help any cause for the general welfare, illustrating her public spirit.

Cincinnati has some supreme advantages, and her growth has been remarkable. Standing between the combined North and West as a passway South, equally convenient to the gulf and Atlantic, she feels that she is a commercial key. She has about 500,000 inhabitants, with one-third producers; 360 building associations, those creators of homes; is the leading iron market, has the largest tannery and tobacco commission warehouse in the world, in 1892 did 721 millions of clearing-house exchanges and made 250 millions of manufactured goods.

Her Board of Trade is a very progressive body, with J. M. Robinson, treasurer, and W. J. Shaw, secretary.

I. W. AVERY.

A Progressive Little City.

The city of Spartanburg, S. C., is one of the towns in the Piedmont region of the South that is enjoying a steady growth in business and population. It is favored in several ways. It is in a good farming country. It is in a healthy locality, with an abundance of pure water. It has several of the largest cotton mills in the South within ten miles of it, and obtains much business from them. It has excellent railroad facilities. But best of all, it has among its wealthy men several who are noted for their broad and progressive spirit. Some years ago the question of establishing a college in the city came up. The Spartanburg people raised the sum of \$100,000 among themselves and put up one of the finest educational buildings in the South. It is operated by a stock company and called Converse College, after D. E. Converse, one of the most liberal subscribers to the building fund. The city has an elaborate courthouse which would be a credit to a place with 200,000 people, although Spartanburg is credited with less than 10,000. But one of its special attractions is the Spartan mill. This is one of the most complete cotton mills in the country, having 32,000 spindles. The plant was secured by Spartanburg people coming forward and furnishing a large share of the necessary capital. The mill, however, is prospering in a way which pays these public-spirited people very well and makes others wish they had also taken some of its stock.

An excellent opportunity is offered some company to build an electric road through the city to Glendale and Clifton, milling towns seven miles distant with a combined population of over 6000. At present these places are without any railroad facilities, and an electric road could secure an extensive freight as well as passenger traffic. Power could be obtained from a finely-equipped plant which now lights the city. About two miles of track now laid in the town limits could also be utilized. Anyone desiring further information on this point can secure it by addressing the MANUFACTURERS' RECORD.

One of the new enterprises in Spartanburg is the opening of a machinery warehouse by Bomar Bros. & Co., who intend making a specialty of supplying the most modern agricultural and other implements. Hitherto much of this trade has gone North. This firm will handle an assortment of the best Southern-made goods also.

Palestine, Texas.—G. R. Cooke & Co.: "We have many fine openings for manufactures of all kinds. Business is very quiet, but the crop prospects are best ever known, both for corn and cotton, and we expect a big rush of business this fall. Large bed of coal has been discovered near here, at Athens, Texas, and several large beds of blue and green marl, which is very rich and will make fine fertilizer."

The south in 1860.

[Augusta (Ga.) Chronicle.]

How much the people are interested in the history of the South, or in any effort looking to the preservation of a truthful record of the achievements of "the old South," is shown by the avidity with which such records are read, and the care with which they are treasured. On yesterday the Chronicle published an editorial on the subject of the South in 1860, quoting largely from an article by Mr. R. H. Edmonds, in which the South's prominent part in the agriculture of the whole country was shown. An appreciative reader writes us as follows:

Editor Chronicle—Your editorial yesterday reviewing the figures presented by Mr. Richard H. Edmonds in his second paper, published in the *Southern States* magazine under the above heading, is, as you suggest, at once opportune and a revelation to most of your readers.

A generation has grown up in the South since the civil war who knew but little of our ante-bellum civilization. A large part of their conception of the conditions existing in this land prior to 1861 has been derived from sources which, if not purposely given to detraction of the Southern people, were only the reflection of the depreciating statements of those who studied to make them so. Those of us who lived under the old regime naturally chafe under the often times unchallenged insinuations we read in the public prints of the day, that Southern men of a generation ago were indolent and unprogressive. We are sometimes told in a patronizing fashion that, considering the unfavorable conditions under which we so long lived, the new South (?) is doing as well as could be expected. Some of the young men of the South of today are unfortunately imbibing these ideas, and are learning to think of the land in which they live as having only now begun to open its eyes to what is going on in the outside world. Many of them seem to forget that this section was so recently the scene of a most devastating war, in which untold millions in money values of every description were destroyed. Forgetting this, they fail to realize also what great strides the South would have made in the period from 1861 to 1894 (one remarkable for progress the world over) had there been no war and no subsequent season of alien misrule.

The progress we witness today is not that of the new South, but it is that of the old South staggering once more to her feet and again recovering her strength, after four years in which she lost copiously of her best blood, and double as many years of carpet bag spoliation.

Mr. Editor, you did right in giving the figures in regard to the agricultural wealth and progress of the ante-bellum South, which were truly wonderful.

Now, permit me to quote briefly from the same authority a few facts and figures touching the development of the South in the old days in other industrial pursuits, which may also serve to enlighten and surprise some of your readers. Mr. Edmonds in his first paper has this to say among many other things worth remembering:

"The decade ending with 1860 witnessed a very marked growth in Southern railroad building and manufacturing interests, but there was no decline in the steady advance that was making the South one of the richest agricultural sections of the world. During the time railroad building was very actively pushed and the South constructed 7562 miles of new road, against 4712 by the New England and Middle States combined. In 1850 the South had 2335 miles of railroad, and the New England and Middle States 4798 miles. By 1860 the South had increased its mileage to 9897 miles, quadrupling that of 1850, while the New England and Middle States had in-

creased to 9510 miles, or a gain of only 100 per cent.

"In 1850 the mileage of the two Northern sections exceeded that of the South by 2463 miles. The conditions were changed by 1860 and the South led by 387 miles. In the decade under review the South expended in the extension of its railroads \$220,000,000, the great bulk of this having been local capital. This activity was not confined to any State, but covered the whole South, and every State made a rapid increase in its mileage. * * * While devoting great attention to the building of railroads, the South also made rapid progress during the decade ending with 1860 in the development of its diversified manufactures. The census of 1860 shows that in 1850 the flour and meal made by Southern mills was worth \$24,773,000, and that by 1860 this had increased to \$45,006,000, a gain of \$20,000,000, or nearly one-fourth the gain of the entire country. * * *

"The advance in iron founding was from \$23,000,000 in 1850 to \$41,000,000 in 1860, a very much larger percentage of increase than that of the whole country. In the manufacture of steam engines and machinery the gain in the whole country except the South was \$15,000,000, while the gain in the South was \$4,200,000, the increase in the one case being less than 40 per cent., and in the other over 200 per cent. Cotton manufacturing had commenced to attract increased attention, and nearly \$12,000,000 were invested in Southern cotton mills. In Georgia especially the industry was thriving, and between 1850 and 1860 investments in that State nearly doubled. * * * The South's (mills) were nearly blotted out by the war. New England's were made enormously prosperous, justifying steady expansion, by the same war. In the aggregate, however, the number of Southern factories swelled to very respectable proportions, the total number having been 24,599."

Perhaps some of the older generation will be surprised at the facts given above.

F. M. S.

The figures are interesting, and they are significant. They give reasonable grounds for the suggestion of our correspondent, that "the progress we witness today is not that of a new South, but of the old South getting once more upon her feet and again recovering her strength, after four years in which she lost copiously of her best blood, and double as many years of carpet-bag rule and spoliation."

The records show that the old South ably maintained its standing in the nation, and compared favorably with the progress made by any other section. Depopulated as it was and despoiled of its property, the record of the South since the war has indeed been wonderful, but the men who have reclaimed her are the same men who represented the old South on the field of battle and their sons. It is not the product of outside influence or of a new race, but the handiwork of the same manly and industrious men who made the old South the peer of any section and an honor to the whole country. The South of 1860 was a worthy forerunner of the South of 1890.

THE annual meeting of stockholders of the Carolina Iron Mining & Investment Co., Limited, was held at Danbury, N. C., on the 12th inst., and the following gentlemen were elected directors for the ensuing year: H. B. Tilden, G. E. Brodrick, N. M. Pepper, L. Nelson, J. W. Pepper, O. W. Carr and Clement Manly. The company's mines include some forty different properties, and contain Bessemer iron ore claimed to run as high as 70 per cent. metallic iron. One vein exposes a width of over sixty feet and is developed considerably. Arrangements are being made to ship this high-grade ore to the Virginia furnaces as an admixture with their local mountain ores.

FINANCIAL NEWS.

New Financial Institutions.

Atlanta, Ga.—The Mutual Accident & Indemnity Co. will be chartered by W. L. Seddon, H. C. Davis, T. B. Felder, Jr., and others to do an insurance business.

Dixon, Ky.—John Thixton and G. W. Crutcher, of Owensboro, are interested in a project to establish a bank at Dixon.

High Point, N. C.—The High Point Building and Loan Association has been formed with W. H. Ragan, president.

Nashville, Tenn.—Thomas W. Wrenne and Thomas Plater are arranging to start a banking house.

Otterville, Mo.—The Bank of Otterville, lately noted, has been chartered by R. E. Potter, W. D. Spencer, W. H. Homan and others with a capital stock of \$10,000.

Staunton, Va.—The Farmers' Mutual Fire Insurance Co. has been organized with John J. Larew, of Greenville, president, and A. Henry Towberman, secretary. The capital stock is \$10,000.

Wilmington, N. C.—The National Bank of Wilmington, referred to in last issue, has completed its organization with John S. Armstrong, president, and L. L. Jenkins, cashier. The capital stock is \$100,000.

New Bond and Stock Issues.

Baltimore, Md.—The City & Suburban Railroad Co. has sold the last block of its 5 per cent. 30-year first-mortgage bonds, amounting to \$500,000. The total issue is \$3,000,000.

Manchester, Va.—The city will issue \$62,000 of 6 per cent. water-works bonds. The mayor can give particulars.

Milledgeville, Ga.—The city has sold \$12,000 of 6 per cent. school bonds at 102 to Chicago parties.

New Orleans, La.—It is proposed that the board of liquidation of the city debt shall retire on January 1 the entire bonded debt of the city bearing interest at 6 per cent. The city obtained authority from the legislature to retire its outstanding 6 per cent. bonds with an issue of 4 per cent. bonds, and under this law has disposed of \$4,140,000 of 4 per cents, retiring an equal amount of 6 per cents. The bonds it is proposed to retire next January amount to \$4,503,100.

Quitman, Ga.—The issuance of \$20,000 of 6 per cent. \$500 25-year bonds for electric light and water works is proposed. The taxable property of the town is \$1,000,000; population 2000. S. S. Bennet, mayor, can be addressed.

San Antonio, Texas.—The San Antonio & Gulf Shore Railway Co. will issue bonds at the rate of \$12,000 per mile.

Sheffield, Ala.—The Sheffield City Co. has been authorized to issue \$75,000 of 10-year bonds to pay off all indebtedness and create working capital.

Interest and Dividends.

Baltimore, Md.—The Alabama Home Building and Loan Association has declared a semi-annual dividend of 4 per cent.; Baltimore City Passenger Railway Co., a dividend of 4 per cent., and the Northern Central Railway Co., a semi-annual dividend of 3 per cent.

Jacksonville, Fla.—The Florida Fruit Exchange has declared an annual dividend of 10 per cent.

Wilmington, N. C.—The Atlantic National Bank has declared a semi-annual dividend of 3 per cent.

Financial Notes.

W. S. BULLOCK has succeeded W. H. Couch as vice-president of the First National Bank of Ocala, Fla. C. J. Huber is cashier in place of A. McIntyre.

A MOVEMENT is in progress to reorganize the First National Bank of Sedalia, Mo.

Receiver Latimer states that the bank's total indebtedness will not exceed \$260,000, and the assets will pay all its debts and leave about \$100,000 for the stockholders.

THE charter of the Citizens' National Bank of Louisville, Ky., which expires on August 1, will be extended for twenty years.

THE stockholders of the Magnolia Land & Cattle Co., of Louisville, Ky., have decided to liquidate the affairs of the company. It has a capital stock of \$600,000 and a bonded debt of \$200,000. The company owns 159,000 acres of land in Texas and leases 112,000 acres.

F. L. FISHER has been elected president of the East Tennessee National Bank of Knoxville, Tenn., to succeed B. R. Strong. S. O. Carter has been appointed assistant cashier.

J. ULLMANN has been made vice-president of the Wise County National Bank of Decatur, Texas.

A COUNTY WITHOUT TAXES.

What One Georgia County Is Doing.

CORDELE, GA., June 11.

Editor *Manufacturers' Record*:

The question of immigration is an important one here, where until recently there has been but little development of the farming and manufacturing resources. Eight years ago there was not a railroad in this (Dooly) county. The northern portion of the county was occupied by a set of prosperous farmers who marketed their cotton forty miles away. From the centre of the county southward there was scarcely an inhabitant, and a traveler might pursue his way along the lonely country road among the pines for twenty miles without encountering a single human being or passing a single dwelling house.

Now there are three railroads reaching out in five directions from Cordele, and this city, with its 2500 inhabitants, is the centre of trade for 10,000 people who are dependent upon the lumber and turpentine industries alone.

As an evidence of the soundness of the finances of this county it is only necessary to mention the fact that there is now a surplus of money in the treasury sufficient to pay all expenses until January, 1896.

NO COUNTY TAX

will be levied this year. This is in addition to having finished a handsome courthouse at an expense of \$22,000. The question of taxes is a serious one to people who are contemplating moving.

The lands of this section are owned principally by the saw-mill and turpentine men. They are rapidly converting the pine forests into lumber, spirits turpentine and rosin, and are leaving the lands for the farmers. The lands thus left are level and fertile. They have a fine subsoil, and can be brought to a very high state of cultivation. They can be bought at from \$2.50 to \$10.00 per acre.

New people are coming in from the North and West all the time. Truck farms are springing up in the wake of the saw mill, and the value of lands is constantly enhancing. In Cordele about \$250,000 is invested in manufacturing enterprises, and wholesale and retail commercial houses are doing a good business. There are two banks with ample capital, a \$50,000 hotel with accommodations for 200 guests, a \$15,000 Baptist college in process of erection, good school facilities already provided, three white churches—Methodist, Baptist and Presbyterian—splendid systems of water works and sewerage and electric lights.

The people of Dooly county and Cordele welcome good immigrants from whatever place they come. T. J. BROOKS.

Editor Cordele Sentinel.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 350.]

Richmond Terminal Reorganization.

By far the most important event in Southern railroad circles for the year is the reorganization of the Richmond & Danville Railroad, just effected. The road is now placed on a basis where its fixed charges come easily within its income, and besides is provided with funds for some extensive and needed betterments. New rolling stock and equipment will be secured heavier rails will be laid, bridges and terminals repaired or rebuilt where in bad condition, and other improvements made that will give the property facilities equal to the best equipped railroads of the country. With heavier engines and more substantial roadbed the road will be in position to handle a greater volume of business. Apart from the physical improvement of the property consequent to the reorganization, this readjustment brings into Southern railroad affairs as an active and prominent factor the great banking-house of Drexel, Morgan & Co., of New York, with the influential resources associated with that firm.

When this firm offered to take charge of the Richmond Terminal reorganization the Southern railroad situation was a gloomy one. Never before had there been so many railroads thrown into receivership and insolvency. The Terminal system, with its ramifications penetrating a great expanse of territory, was involved in the whirlwind of financial distress, and the breaking up of the system was looked for. The diverse and even inimical interests involved made the task of presenting a way out of the trouble that would be acceptable to a majority, and the subsequent carrying out of such a plan, a ponderous undertaking. The work of rehabilitation has been going on for some time, and is practically finished. The work accomplished by Drexel, Morgan & Co., in face of the obstacles both in conditions and in persons, which often threatened to upset the whole plan, makes the outcome one of the most notable achievements in financiering in recent years. Besides the powerful backing of Drexel, Morgan & Co. and their associates, the reorganization also has behind it the Vanderbilts, who are already identified with Southern railroads through their connection with the Chesapeake & Ohio.

With such support the Terminal system will have a financial backbone equal to all emergencies. The country traversed by the lines of the system will have interested in its welfare and development two of the greatest aggregations of capital in the world. The settlement of the Terminal troubles will be the biggest help to clearing away the clouds which have overhung the business of the South, remaining as reminders of the crisis of 1890-91. With these dispelled, the South, free from any other unfavorable conditions, will experience the stimulus which, checked by such conditions, has been accumulating in force and promises to now burst out in one sweeping, widespread industrial movement.

The Richmond & Danville will be operated by the Southern Railway Co., which has been organized and takes charge of the property after July 1. The road was sold at auction at Richmond, Va., on June 15, and purchased for \$2,030,000 by C. H. Coster and A. J. Thomas, of the reorganization committee.

The charter provides that the Southern Railway Co. shall enjoy all the franchises and privileges of the Richmond & Danville Railroad Co.; that the capital stock of the Southern Railway Co. shall be \$180,000,000, divided into shares of the

par value of \$100 each, of which shares 600,000 shall be preferred shares and the remainder shall be common shares; that the Southern Railway Co. from time to time may issue bonds to the amount of \$120,000,000, secured by a mortgage or mortgages of the property and franchises of the railway company. In addition to prior liens thereon, assumed, extended or renewed, or any substitutions therefor, and subject to further increase, as provided by the said act of assembly; that such capital stock and bonds shall, so far as necessary, be delivered from time to time hereafter in settlement for the purchase of property in conformity with the plan and agreement of reorganization under which the railroads, property and franchises have been bought by the purchasing committee.

The Southern Railway Co. assumes the leases of the Atlanta & Charlotte Air Line, Western North Carolina Railroad, Washington, Ohio & Western Railroad, Piedmont Railroad, North Carolina Railroad and the Virginia Midland Railway.

The officers of the new system are all well-known railroad officials. Recently several of them have been studying the facilities of Newport News, Va., and it is thought that a large portion of the business of the Richmond & Danville to deep water will find its outlet through that port. The officers are as follows: Samuel Spencer, president; A. B. Andrews, second vice-president; W. H. Baldwin, Jr., third vice-president; Francis Lynde Stetson, general counsel; W. A. C. Ewen, secretary; John W. Hall, treasurer, and George S. Hobbs, auditor.

Mr. Samuel Spencer, the president of the new company, is a recognized leader among the railway executives of the country. He is a Southern man, being a native of Columbus, Ga., and is now forty-seven years old. Mr. Spencer started his railroad career in 1869 with the modest position of roadman on an engineering corps of the Memphis & Savannah, after receiving his degree as civil engineer from the University of Virginia. In 1871 he was made assistant engineer of that road, and the following year resigned to become assistant to the superintendent of the New Jersey Southern. The following year he became assistant superintendent of trains on the Baltimore & Ohio, and in 1877 was made superintendent of trains on the Virginia Midland. After being general superintendent of trains on the Long Island Railroad he became assistant to the president of the Baltimore & Ohio. In 1881 he was elected third vice-president of that road; in 1882, second vice-president; in 1884, first vice-president, and in 1888 was placed at the head of the Baltimore & Ohio system as president. Mr. Spencer's vigorous management soon recovered for the road the ground it had lost, and after his work had been finished, Mr. Spencer became identified with Drexel, Morgan & Co. He is the railroad expert of this house, and upon his judgment the fate of important transactions hinge.

Col. A. B. Andrews, the second vice-president, is one of the best known and honored of Southern railroad officials, and has long been connected with the Richmond & Danville in important positions.

As a boy seventeen years of age he was engaged on a construction contract on the Blue Ridge Railroad in South Carolina, and left at the call to arms to join the First Regiment of North Carolina Cavalry at Henderson.

From 1867 to 1875 he was superintendent of the Raleigh & Gaston road, and from that time until 1886 was superintendent of the North Carolina division of the Richmond & Danville Railroad.

He was then elected third vice-president of the Richmond & Danville Railroad, and later second vice-president, the position which he yet holds under the new organization.

When the receivers of the Richmond & Danville were appointed Colonel Andrews was made their general agent.

He is president of the North Carolina Railroad, which road he took charge of in a partially unfinished condition and brought it to a successful completion. He is also president of the Virginia Midland, the Charlotte, Columbia & Augusta, the Columbia & Greenville and several other roads belonging to the old Richmond & Danville system.

Mr. W. H. Baldwin, Jr., the third vice-president, is spoken of as one of the brightest railroad men in the United States, though probably less than forty years of age. Mr. Baldwin is a native of Massachusetts and a graduate of Harvard, and for some time has resided at Saginaw, Mich.

He started his career in 1885 in the auditor's office of the Union Pacific, and in turn became clerk for the general traffic, division freight agent and general agent of the passenger department for the Union Pacific system at Butte, Mont., assistant freight agent of the same system at Omaha, and in 1889 was appointed manager of the Leavenworth division. On September 30 of the same year he was appointed general manager of the Montana Union Railway Co. at Butte, Mont.

In January, 1889, he was made president; August 1, 1890, he was elected assistant vice-president of the Union Pacific system at Omaha, Neb.; June 27, 1891, he was appointed general manager of the Flint & Pere Marquette Railroad, which position he resigns to accept that of the third vice-president of the Southern Railway Co.

Improving the "Three Cs"

The Charleston, Cincinnati & Chicago, or, as it is termed, the Ohio River & Charleston, under the reorganization, will probably be extended from its present terminus at Camden, S. C., to Sumter. At the latter city a connection will be made with the Atlantic Coast Line, giving the former road seaport outlets via the Atlantic Coast Line at Wilmington and Portsmouth. By this connection the Coast Line will have an opportunity to obtain some of the business from the country traversed by the Charleston, Cincinnati & Chicago, which includes some rich territory in South Carolina. The present management of this line is making every effort to increase its business, and exchanges considerable freight at Catawba Junction with the Seaboard Air Line. The proposed extension would be about thirty miles long and cost about \$250,000.

Georgia Central Affairs.

The Georgia Central plan of reorganization will soon be announced. It is learned that when it is formally submitted to the public it will have the endorsement of the holders of a majority of every class of securities affected by the plan, including the Savannah & Western bonds. The basis of reorganization is an issue of \$15,000,000 of 5 per cent. bonds, of which a sufficient amount has, it is understood, been underwritten by the Guaranty & Indemnity Co. to pay off the principal and interest of the tripartite bonds. There will be a small assessment upon the stock, for which it is said mortgage bonds will be given. The settlement of heretofore conflicting interests by the plan provides for the Southwestern Railroad of Georgia. A suggestion, which seems acceptable to all parties, as to terms on which the latter would be brought into the reorganization, provides:

First, that the Southwestern be relieved from the payment of any part of the tripartite debt now decreed against it, and its property be freed from such lien and all receiver's debts.

Second, that by amendment to the present or a new lease, the Southwestern be relieved from an agreement to renew or

re-issue bonds or execute mortgages on its road, and the reorganized Central of Georgia shall lease the Southwestern in perpetuity and guarantee a net 5 per cent. annual dividend to its stockholders.

The appeal from the Georgia court decision, which dissolved the injunction preventing the Richmond Terminal from voting its 42,000 shares of railroad stock in the Central, was heard in the United States Court of Appeal at New Orleans, and the opinion of the lower court was affirmed. The result of this is that the Richmond Terminal will be entitled to vote these shares, which constitute a majority of the stock.

Baltimore & Lehigh.

The plan of reorganization for the Baltimore & Lehigh Railroad is making headway. That portion of the road extending from Baltimore to Delta, Pa., a distance of forty-four miles, has been bought at public auction for \$250,000 by the first-mortgage bondholders in the interest of reorganization. The whole road runs from Baltimore to York, Pa. The line from Baltimore to Delta has been in the hands of W. H. Bosley as receiver for two years. The Pennsylvania end, which is in the hands of W. J. Taylor as receiver, will be foreclosed and bought in by the reorganization committee. When the property is reorganized the road will be changed to standard gage. The committee has secured deposits of \$839,000 of the total issue of \$850,000 of bonds.

Railroad Notes.

THE sale of the Louisville Southern has been ordered under foreclosure proceedings. A minimum price of \$1,000,000 is fixed, and E. T. Halsey is appointed special master to conduct the sale. The property will probably be bought by the reorganization committee of the Richmond Terminal.

STRONG efforts are being made to secure the passage of a bill by the Louisiana legislature establishing a railroad commission. Present indications point to the failure of these attempts, the bill coming up for third reading and being indefinitely postponed.

A TRAIN of thirteen loaded fruit cars and two coaches made the run last week from New Orleans to Kansas City, Mo., a distance of 879 miles, in twenty-eight hours and thirty minutes. The run was made to demonstrate to Western fruit dealers the facilities for quickly handling fruit from New Orleans enjoyed by the Kansas City, Fort Scott & Memphis and the Illinois Central.

THE application for a receiver for the Washington & Chesapeake Beach Railway Co. has been withdrawn. The petition was made by Coffin, Sullivan & Co., who claimed \$98,000 for contractors' work on the line, and, owing to non payment, were forced into receivers' hands. The claims of the firm have been adjusted, and the company will now actively push the building of its railroad from Washington, D. C., to Chesapeake Beach, Md.

THE Norfolk & Southern Railroad reports operations for current quarter, June partly estimated: Gross earnings, \$122,238; operating expenses, \$75,083; net earnings, \$47,155. A quarterly dividend of 1 per cent. has been declared.

WHILE workmen were engaged last week drilling an artesian well in Jacksonville, Fla., for the Merrill-Stevens Engineering Co., they brought up some sharks' teeth and bone from a depth of 250 feet. The well is only about five feet from the edge of the St. John's river.

THE Standard Phosphate Mining & Chemical Co., near Kendrick, Fla., is about to build a track to the works two miles in length. It is stated that Mr. Agnew, the president, has let the contract for building the road.

SOUTHERN TEXTILE INTERESTS.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 349 and 350.]

ONE SOUTHERN MILL.

A Prosperous Carolina Mill.

[Special Cor. MANUFACTURERS' RECORD.]
GAFFNEY, S. C., June 12.

I happened to be near this thriving little town when the MANUFACTURERS' RECORD published the very complimentary article on the Gaffney Cotton Mill, and a few hours' visit to the place convinced me that the article was true in every particular, although much that is interesting about this mill was left unsaid. I am going into details a little for the benefit of many who are "almost persuaded" but still skeptical about the success of the Southern textile industry.

The mill at Gaffney is no different from many others in the South. It is a fair type of a modern plant. A dozen more mills within twenty-five miles of it have been almost as much of a success financially, and are perhaps as well equipped, but I must say that few plants in the country are managed as judiciously and as economically—and there lies one of the secrets of its capacity for earning fat dividends.

On the three floors of this Wheat mill, as it is called after the head of the company which built it, are 10,432 spindles and 300 looms, both of the-Whitin make. These, as well as the compress rolls, pickers, winders, and, in fact, every particle of machinery in the building, are American make. A Harris-Corliss engine with a big 20-foot fly-wheel drives the entire plant with steam supplied from a battery of four boilers of eighty horse-power each, three of which are in daily use. Scattered over the building are 300 hands, to whom the company pays about \$1000 weekly, or \$50,000 per annum, but as this mill requires a day and a night force, the yearly pay-roll reaches over \$100,000. A study of the faces shows that most of them are Americans. As a rule they are intelligent operatives, while plenty of air and sunlight give them a healthy look and put life in their motions. In fact, the contrast between these people and the jaded, listless operatives too often seen, especially in New England factories, is very marked.

For twenty-two hours out of every twenty-four the great fly-wheel keeps the looms clattering, and enough cotton goes through the several processes daily to turn out 12,000 yards of sheeting all ready for bleaching. This is done at Pawtucket, R. I., although it might as well be done in the South if some capitalists or mill-owners would combine and build a plant. I understand that there is no bleachery in the cotton-mill belt of this State. Examine a scrap of this cloth and the expert finds another secret of the mill's success. In closeness of texture and evenness of finish it is superb. When a plant will turn out such fine goods as this it is no wonder that it has to work day and night to keep up with its orders, as does the Wheat mill. It has been, as I have already stated, running twenty-two hours per day ever since June, 1893. Its first goods were not made until April, 1893, and since then not one bale of "seconds" has ever come from this place. In other words, since it started nothing but what experts term first quality has ever been turned out. This is a remarkable record, as everyone versed in weaving will acknowledge. Only first middling cotton is used—and plenty of it is raised in this vicinity—every hand watches his work, and the best machinery performs the several operations. But, best of all, the president of the company, as the MANUFACTURERS' RECORD has well stated, is a practical man, and personally oversees all the work. Mr. Wheat is his own superintendent. There is another secret of this mill's success, and

why it regulates the price of the 64-square goods in the Northern market in spite of competition.

Now I will throw in a few more figures. This mill is a steam mill—no water-power near it. It burns wood or soft coal. At present wood is used, and the cost is but \$21.00 for twenty-two hours—fourteen cords at \$1.50 a cord to operate 240 horse-power. The wood is all bought from people near by, and as a result nearly \$5000 yearly goes into the neighborhood from this source alone, while 90 per cent. of the wages of hands, or \$90,000, are spent in and around the village. A careful estimate of population in milling towns shows that seventy-five hands represent usually about 300 people. This mill then is the cause of over 1000 people living in or near Gaffney, and who depend more or less on it for a means of living. The political economist can figure some interesting conclusions from these estimates if he will take the trouble.

The system which is noticed everywhere is a striking feature of this place. The cotton—very carefully baled by the way—goes in at one door and in a short time comes out in bales at another, but the bales are of cloth and they are securely wrapped and fastened. Freight cars at the very door of the mill take these bales to New England for the finishing process. Then they find a ready sale in the New York and Providence markets. Every part of the building is as neat as it can be made. The engine-room is so clean that a lady could walk through it with a trail silk dress and not have the skirt soiled with dust or grease. The office is a pleasant two-story building separate from the mill. It has flower beds and walks laid out around it. Mr. Wheat believes in patronizing home industry, and so the Gates Desk Co., at Greenville, S. C., has fitted the building with tasty furniture made within fifty miles of the mill. But a few hundred yards away are the neat cottages of the hands, located in a healthy spot in a good farming country and free from malaria.

Such is a brief pen picture of a Southern cotton mill of today—only one of many which are pillars supporting the foundations of Southern progress and prosperity.

D. ALLEN WILLEY.

Mill Association Organized.

A meeting of Southern cotton-mill men, held at New Orleans, La., on the 16th inst., resulted in the organization of the Southwestern Cotton Mills' Association, with Mr. A. A. Maginnis, of New Orleans, as president, and Mr. W. H. Macon, of Montgomery, as secretary. The members of the association are from Mississippi, Alabama and Louisiana, and their purpose is mutual good and the advancement of the general interests of cotton mills in the South. Endeavors will be made to resolve upon and maintain standard prices for goods.

Notes.

AN addition of 2000 more spindles is in contemplation by the Wadesboro Cotton Mills Co., of Wadesboro, N. C. This company's plant is now operating 4032 spindles, and has been very successful under the superintendency of Mr. P. H. Phillips for the past three months. Mr. W. J. McLendon is president.

DR. A. E. FLEMING, of Spartanburg, S. C., president of the new company which is to erect a mill near Wellford, has been North and contracted for the necessary looms with Messrs. George Draper & Sons, of Hopedale, Mass. The looms are to have automatic threaders, and it is claimed will run about two and a-half hours with-

out any attention from the weaver and stopping immediately if the warp or filling breaks. The Draper shops are said to have just perfected these looms after working them for seven years. The Tuscan mill is to produce calico.

MR. THOMAS D. PRUITT, of Pruitton, Ala., has decided to put in a number of wool cards, and is now negotiating for same.

MR. H. C. CARRISON, of Camden, S. C., is endeavoring to make arrangements for the completion of the new Camden Cotton Mills. The buildings for the plant are about completed, and in order to raise the necessary funds for purchasing machinery and putting the plant in operation, Mr. Carrison proposes to increase the capital stock of the company from \$100,000 to \$200,000. Water-power will operate the mill.

AT the annual meeting of the stockholders of the Augusta Factory, of Augusta, Ga., to be held on the 30th inst., there will be a contest for the presidency of the company. Mr. Stewart Phinizy is now president, and Mr. Landon Thomas is a candidate for the office, and press reports state that a close vote is very probable.

A NOTICE of reduction in wages at the Wilmington Cotton Mills, in Wilmington, N. C., was posted last week, whereupon the operatives refused to work. The mill company claims that the reduction will still enable the weavers, carders and spinners to make even more than is made by operators in other mills.

THE Newport News Knitting Mill, at Newport News, Va., has been completed and will commence operations July 1 with from thirty to fifty employees. At the start the output will be ladies' full fashioned ribbed underwear, and the capacity daily will be seventy-five dozen garments. Later on children's underwear will be made. Messrs. Goodman & Stewart are the proprietors of the plant.

THE new Pearl Cotton Mills, at Durham, N. C., was put in operation on Monday last. The entire equipment of machinery works with entire satisfaction, and consists of 10,000 spindles to make a fine grade of white sheeting. Mr. Geo. W. Watts is president of the company, and Mr. W. H. Branson, secretary-treasurer.

THE stockholders of the Portsmouth (Va.) Cotton Manufacturing Co. held their first annual meeting during the week. Reports from the officers showed the company's affairs to be in first-class order. This company's plant is not yet completed, but is now in course of erection, and will be ready for operations by November next. The equipment decided on is 6000 spindles and 200 looms for weaving a fine grade of goods. Mr. T. W. Whisnant is president, and Mr. J. A. Mulvey, secretary.

Industrial Notes from West Virginia.

DUNLOW, W. VA., June 9.

The capacity of the mines at Dingess has been greatly increased, owing to the increase in thickness of the seam of coal, which is now about five and a-half feet, and to the active demand for this coal.

The Pearl mine is now shipping about eight cars daily. The Union Mining Co. has finished its tippie and commenced loading its first car today; development of its mines will rapidly follow. Wherever this coal has been tried other orders are given for it.

Some of the "Logan gas coal" has been sent to New York via Norfolk, Va., consigned to Messrs. Perkins & Co. The following extract from one of their letters in May is encouraging for the new mines now being opened at Dingess, W. Va.:

"Now, in regard to the Logan coal, if the new operation will supply an article similar to that delivered by the last cargo here, and you can bring up the output to 300 tons per day, we can easily take care

of it all here. * * * We note that it will be two weeks, and possibly a month yet, before the new mine in Logan county will be ready to do any business. We hope, therefore, the Pearl Mining Co. will be able to bring up its shipments to Lambert's Point to the full 150 tons per day at once, so as to give us the quantity of this coal that we need for present use. In the meantime, we hope the arrangements for opening up the new mine will be pushed forward as rapidly as possible, and if there is any chance of our getting any of this coal by June 1 so much the better."

The town of Dingess is growing rapidly. There is a good hotel, schoolhouse and several good stores.

The miners are contented and have not participated in the general miners' strikes that have been all over the country.

The timber trade seems to be increasing. There have been a good many sales of poplar at prices of \$3.00 to \$5.00 per tree, twenty-four inches diameter at the stump.

Work will soon be commenced on two new coal-mining operations, so as to be able to ship coal for the winter trade.

J. C. M.

Southern States Magazine for June.

The June number of the *Southern States* magazine opens with an exhaustive article on northwest Louisiana by M. B. Hillyard, of New Orleans. It is an exceedingly well-written article, strikingly free from extravagance in statement or phraseology, and it makes a very attractive and convincing presentation of the natural conditions of that section of country. The series of articles by R. H. Edmonds, on the "South Before and Since the War," is concluded in this number. The elaborate statistics in this instalment show the remarkable development of the South in the last ten years. In "A Land of Plenty" Mr. D. Allen Willey writes entertainingly of the farming, trucking and fruit-growing interests of a part of eastern North Carolina. Mr. William P. Calhoun writes of "Some Needs of the South," one of which he conceives to be the elimination of the negro. The instalment, in this number, of letters from Northern and Western farmers who have moved to the South contains one from the section that is known as "the land of the big red apple," a region of country comprising a part of southern Missouri and northern Arkansas, famous for its fruit-growing capabilities and particularly for the fine apples it produces. Other letters tell of the experiences of Northern settlers in different parts of Texas. Three are from North Carolina; one is from a farmer who went to Colorado and after some years moved to Arkansas, and makes a comparison of the attractions and advantages of the two States; another is from a writer who calls himself the "first settler in one of the southern counties of Florida;" another is from a Pennsylvanian now living in southern Georgia, and another is from a retired United States naval officer who settled on the gulf coast of Texas because of its extraordinary healthfulness.

The several editorial departments fill about half of the magazine and make up really the most interesting and valuable part of it. In one of the departments there is an exceedingly interesting article by Mr. D. F. DeWolf, of Madison, Ga., on the fruit-growing possibilities of the section of country of which Madison is the centre. Taken altogether, the June number is one of the best the *Southern States* has ever issued.

The *Southern States* magazine is published by the Manufacturers' Record Publishing Co. at \$1.50 a year. Sample copies will be sent for fifteen cents.

MR. J. T. KUHN's new lumber plant at Kuhn's, Miss., has been completed, and is now ready to receive orders. Hard and soft wood is the product of the mill.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

A New Substitute for Lard.

A patent was recently granted Alexander W. Winter, 263 Wabash avenue, Chicago, Ill., on a method for combining mineral and vegetable oils. The following details will be of interest to cottonseed-oil manufacturers: The object of the invention is to provide an economical, useful and efficient compound designed for use in place of lard for cooking, butter or other food articles, and to that end it consists in combining with a base of mineral oil such fatty substances of either animal or vegetable fats in the proper proportions to make a stiff and useful compound.

In making this compound a mineral oil is taken which has been preferably subjected to a refining process by distillation and pumping through animal charcoal, preferring to use the oil at a gravity of 33° Baume, though the gravity of the oil may be varied considerably from this and is dependent entirely upon the amount of refining that it has been subjected to. A quantity of this is placed in any desired vessel. Then a compound is made of the animal fats that it may be desired to use, preferably oleo-stearine and tallow of equal proportions. The vegetable fats intended to use may be and are generally in a liquid state.

In mixing the elements together to form the compound the animal fats are first reduced to a liquid state, and form substantially about 30 per cent. of the compound. To this is added substantially 60 per cent. of refined mineral oil and substantially 10 per cent. of vegetable fats, preferably of the cottonseed, thoroughly commingling the same. The entire compound is thoroughly refined while it is still in its liquid form as follows: The mixture is put into a tank or other suitable receptacle formed of either wood or iron, and is then melted or put in a condition whereby the different ingredients will mix thoroughly in their liquid state. After this the compound is agitated either by air or a mechanical agitator, and while this is going on the refining is carried out by adding fullers' earth or any of the other known refining agents. When the refining process is completed the fullers' earth is eliminated by either allowing the mixture to settle or the mixture pumped out through a filter and keeping the mixture warm until the settling or filtering process is completed. After being refined and filtered it is run over a cooling cylinder, agitated and drawn off into the various packages and allowed to solidify. The process described is only one of several methods that may be employed in mixing the compound. Variations in the proportions of the elements forming the compound are also intended.

Two New Cotton-Oil Mills.

The new cotton-oil company at Chattanooga, Tenn., already noted, has perfected its organization and applied for charter under the title of the Chattanooga Cotton Oil Co., with a capital stock of \$50,000. A plant for the manufacture of cottonseed oil will be built at once, and contract has already been made for the necessary machinery. The incorporators of the company are Messrs. E. G. Richmond, W. D. Roberts, H. Bond, R. M. Chambliss and A. S. Glover.

At Rock Hill, S. C., Mr. J. R. London and others are organizing a company with a capital of \$100,000, and they propose the erection of a cottonseed mill to replace one which was destroyed by fire some time ago. The new plant is to be equipped with the latest improved machinery, and will have a large capacity.

The Markets for Cottonseed Products.

NEW YORK, June 19.

Prices of cottonseed oil have not changed materially since our last, but the tone of the market is quite firm under the influence of a better distributive trade in compound lard, accompanied by an advance in the price of that product. On the other hand, advices from Rotterdam report sales of oil of considerable volume at fair prices, and a better feeling in that market generally. How much of the increased demand is due to the stimulus lent by the spurt in the grain markets, and how much to actual needs of the consuming community, will be made plain very soon, but cottonseed oil is at this moment certainly on a much safer basis of prices than any other fat product, because holdings of desirable grades are practically in one hand, and indications point to a steady though slow mending of commercial affairs in this country, and, what is at this moment even more important as regards oil, in Europe. It is for these reasons likely that, though tallow and lard may decline, cottonseed oil will hold its own for the rest of the present season. Receipts here are extremely small from all sources, and prime crude oil especially is much sought after by the compound-lard makers. The following prices are for barreled oils on the spot: Prime crude, 29 cents; off crude, 26 to 28 cents; prime summer yellow, 33 cents; off summer yellow, 32½ cents; prime summer white, 37 cents; prime winter yellow, 37½ cents; cottonseed soap stock, 1½ cents.

ELBERT & GARDNER.

NEW ORLEANS, June 18.

The New Orleans cottonseed-product market has been dull and featureless the past three weeks, with very little oil being offered by the mills, and inquiries have been few and far between. Reports say that if the weather continues good there will be a very large crop made the approaching season. This being the case, and with prospects of very low prices for products, the mills would do well to be careful in buying seed and not pay the high prices of last year. It is our opinion that few of the mills found the profits of the past season large enough to pay even a small dividend, and the experience thus dearly bought should make them very conservative in purchasing seed the coming season. As from all present indications, seed will be plentiful, there will be no need of a greater squabble after this raw material, and the old adage, "live and let live," should be the ruling sentiment the coming season. We quote the market here at present as follows: Prime crude here loose, 23 to 23½ cents, none offering; prime refined, none here outside Union Oil Co.; meal jobbing at depot in carload lots, \$19.50 to \$19.75 per ton of 2000 pounds; meal for export, \$21.00 to \$21.50 per long ton f. o. b. steamer here; cake, same prices as meal; linters—A, 3½ to 3¾ cents; B, 3 to 3½ cents; C, 2½ to 2¾ cents, according to style and staple; no foots or soap stock to be had.

JAS. RAINEY & CO.

Cottonseed-Oil Notes.

THE last piece of machinery has been put in the cottonseed-oil mill at Voakum, Texas, and oil tanks and refining machinery have been ordered. Capt. Jim Blanks, the president of the company, states that everything about the mill will be in readiness to start by the first of August.

THE shipments of cottonseed from the port of New Orleans for the week ending June 15 were 1150 tons for Antwerp, and the exports of cottonseed oil since September 1, 1893, aggregate 3,173,038 gallons.

THE British steamship Kendal sailed from Punta Gorda, Fla., on the 7th inst. for London, England, with 3200 tons of phosphate shipped by Comer, Hull & Co.

PHOSPHATES.

Florida Phosphate Industry.

Editor Manufacturers' Record:

Throughout the prevailing period of commercial prostration and low range of values ruling in all articles, the Florida phosphate companies have continued to forge ahead with undiminished vigor, effecting improvements in methods of mining and preparing their product not only in the direction of producing a better material of more uniform grade, but striking at the vital problem of economical production, upon which depends the success or failure of the various producers. This applies not alone to the high-grade or boulder and gravel deposits, but also to the pebble section on the gulf coast.

It is now no longer a matter of conjecture that Florida, with her rich and varied deposits, holds permanent sway over all the other phosphate-producing sections of the world. Buyers representing the largest manufacturers throughout Europe are permanently located in this country, and an enormous amount of capital is employed.

Careful observation and comparison of notes with those taken over a year ago when making a similar critical investigation into the developments in Florida phosphate fields render it clear that an economic struggle has commenced not only between one mining company and another in either the high-grade or pebble sections, but also between the two classes of deposits, and extending still further and embracing in its scope South Carolina producers. The recently-discovered deposits in Tennessee and Virginia do not figure as a factor, as it will be a long time before either can be developed cheaply enough, while investigation discloses the objectionable presence of oxide of iron in large proportions, especially in the former.

Prices have declined during the past two years to a point which leaves no existing profit. Operators are, therefore, forced to create whatever margin is possible; failing ability to do so, they must inevitably drop out.

There are a number of important conditions which must be found to exist in order to insure profitable results in Florida phosphate mining. Just what these are have been discovered by actual developments conducted on a large and expensive scale, and extending over the whole of the defined phosphate belt on the peninsula. These developments have established the fact that a valuable property is one free from physical obstructions, such as have been found to exist in the form of large lime cones or hard sand rocks. This class of property not only prevents the adoption of economical means of mining, but must be mined and prepared with great care, involving additional expense, to avoid the disastrous results which ensue from the presence of deleterious substances in the merchantable product.

This class of property is the rule rather than the exception, as the lime cones are found in the Anthony region and also throughout the High Springs section, while hard sand and clay are found on the Williston or Early Bird division.

The most striking illustration of what may be expected in such deposits has been revealed by the extensive operations of the French Phosphate Co. at Anthony, where a high order of ability, supplemented by ample expenditure of money, is evident in the surmounting of mechanical difficulties. The physical structure disclosed in this field as the result of enormous expenditure in labor presents, with its solid lime cones in juxtaposition, natural obstacles which a reflecting observer cannot fail to realize places this extensive field at some disadvantage.

At Dunnellon, the original seat of the earlier developments, the Dunnellon Com-

pany has a deposit free from natural obstacles, and, having an extensive plant carefully designed to do the work economically, appears to be drifting into strong position. The aim here points to increasing output and decreasing cost of production. It is a remarkable coincidence, proving the erratic and varied formation of the deposit, that close to the operations of this company there are several silent plants, while there are other small but valuable deposits wedged in. Conspicuous among the former is a mammoth plant owned by a prominent Northern manufacturer, said to contain very fine machinery erected at great cost, but into the sacred precincts of this building the public are not admitted.

The Early Bird section, on the Williston branch, produces a large quantity of phosphate, although it also furnishes illustrations of weakness by the closing down of such a reputable company as the Illinois.

In this section the drawback is hard sandstone and sticky clay. The bone phosphate is apt to run low, and iron and aluminum excessive, while the cost of production is high, and prices, owing to inferior quality, very often low, forming a combination of evils against which the strongest concern must succumb.

Considerable activity is noticeable throughout the High Springs, although some of the older and more experienced operators appear to consider their worst days ahead. Many of the deposits have been rich in pockets cheaply available, and from these a few of the mines have obtained satisfactory results.

The Albion section, lying on the Florida Central & Peninsular, Cedar Key division, about thirty miles northeast from Cedar Keys, is attracting considerable attention. It is generally believed, and everything certainly indicates, that the deposit here will prove the most valuable, owing to freedom from obstacles to mining and the fact that it can be mined by dredging, as is now being done by the Albion phosphate mined by a Baltimore concern.

This company appears to have struck at the root of the problem, and with such a property, mining and plant equipment as it has, which is a model, it ought to meet with the success which its well-directed efforts claim.

General Baily, formerly an extensive miner in the Fort White section, is also making extensive developments here with large force of convicts and machinery.

The operations in the pebble section are extensive, the most desirable deposits being those found in sand drifts, as it is easily washed and yields a better grade than that in a matrix of tenacious blue clay, which is difficult to clean and maintain in uniform quality. It is between these two classes in the pebble section the distinction must be drawn in the race for profitable results, while on the other hand, the best class of pebble has a formidable competitor in the high-grade producers, especially those who can mine by dredging as described.

The pebble miners have not only this formidable rival to contend with, but also the South Carolina companies, among which are large producers like Coosaw, all of which are starting up full tilt after a thorough overhauling of dredges, etc. Of the two latter, however, the operation of another year alone will prove which holds the strongest position. At present writing everything points in favor of Florida.

Thus the battle of economics is in progress, which means "survival of the fittest." Meanwhile far-seeing capitalists are shrewdly securing interests and quietly investing in Florida. A well-known pebble property is now engaging the attention of New York and Baltimore capitalists, the present owners being Jacksonville parties. Those who are well posted on the situation, however, appear to favor investment only in the successfully-developed high-grade de-

to revive later on. There is some demand for material for building purposes, and a number of residences are now in course of erection or projected. The course of values is unchanged, and the market closes steady, with prices as follows: Easy sizes, \$10.50; ordinary sizes, \$11.00 to \$14.00; difficult sizes, \$13.00 to \$18.00; flooring boards, \$14.50 to \$22.00, and shipstuffs, \$16.50 to \$25.00. The clearances during the past week were the schooners Florence Shaw, for New York, with 241,000 feet of pitch-pine lumber, shipped by McDonough & Co., and Julia A. Trubee, for New York, with 345,780 feet pitch pine lumber, shipped by Cooney, Eckstein & Co. Frierson & Co. cleared the steamship Elliot for Charlotetown, P. E. I., via Boston, with 76,327 feet of lumber. The German bark Emma and Robert cleared for Garston Dock with 192,998 feet of pitch-pine lumber among her cargo. Shipments by steamers to Baltimore amounted to 210,960 feet of pitch-pine lumber, and to New York 457,290 feet. The schooner Annie Bliss cleared for Baltimore with 268,801 feet of lumber, shipped by Dale, Dixon & Co. The lumber freight market is dull and nominally steady, with a moderate offering of handy-sized vessels. From this and nearby ports in Georgia the quotations are \$4.00 to \$5.00 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, 14 cents. To the West Indies and Windward rates are nominal; to Rosario, \$12.00 to \$13.00; Buenos Ayres or Montevideo, \$10.00 to \$11.00; Rio Janeiro, \$11.00; Spanish and Mediterranean ports, \$11.50 to \$11.50, and to United Kingdom for orders nominal for lumber at £4 5s. per standard. New York reported charter this week of a ship, 1117 tons, from Savannah to New York or Perth Amboy with 44-foot ties at 14 cents. Steamer rates to New York and Philadelphia \$7.00, to Boston \$8.00 and Baltimore \$4.00.

New Orleans.

[From our own Correspondent.]

NEW ORLEANS, LA., June 19.

The general aspect of affairs throughout the lumber industry is not materially changed, and so far during the current month the volume of business does not seem to enlarge. There is no decided improvement in prices, yet the lumber trade generally under existing conditions is more satisfactory than it was three months ago. The cypress industry throughout the State is enjoying a fair trade, and mills are generally sawing a little more than they are selling. Cypress is gradually extending its territory, and a better demand is expected in the near future, when Northern and Eastern consumers commence to purchase lumber. At Jeanerette, La., and other cypress points in the State trade is reported fair, with orders coming in more freely. While the demand is not urgent, what orders have been filled are at list prices. Some Northern lumber dealers have been placing orders during the past week at Jeanerette, and inquiries from Mexico are quite plentiful, with prospects of a good trade with that country. Dressed cypress is in good demand, in fact even better than ever before, and orders are being received from Northern and Eastern points. The local trade of New Orleans is fair, and considerable business is doing in export, while the demand for home consumption is improving. Several vessels are loading at Ship Island for South American and West India ports, one vessel taking 500,000 feet of 1x3 strips for South America. The H. Weston Lumber Co. has closed a contract for 1,000,000 feet of lumber to be shipped to New York. McEwan & Murray's mill is running on full time, and the firm has recently made a large contract for shingles with a St. Louis firm. The building demand seems brighter than usual, and there are a number of new buildings about being erected and burnt

districts to be rebuilt, all of which will cause a good demand for lumber and timber. Secretary Dirmeyer, of the Mechanics, Dealers and Lumbermen's Exchange, reports the receipts of lumber for the week ending June 15 at 1,707,500 feet, and since September 1, 1893, they aggregate 61,098,313 feet, against 76,039,960 feet in 1892-93.

Mobile.

[From our own Correspondent.]

MOBILE, ALA., June 19.

The general lumber and timber market has been characterized by a little more activity during the past week, and there seems to be a more hopeful feeling among lumbermen. There is, however, very little doing directly in timber, but shippers are now engaged making their fall contracts. The event of the week in timber circles has been the sailing of the big steamship Nicaraguan. She went out drawing twenty-one feet ten inches, taking with her other cargo 934,332 feet of sawn timber, 10,561 cubic feet of hewn timber, 5668 cubic feet of hewn gum and 17,256 feet of deals. The timber was shipped by Messrs. Hunter, Benn & Co., of this port. The bark Chrysolite cleared for Barrow, England, with 7501 cubic feet of hewn and 73 276 cubic feet of sawn timber; the schooner Riga cleared for King's Lynn, England, with 3742 feet of sawn timber, and the barkentine Ama Mathildo for Schiedam with 22,564 superficial feet of sawn timber. There has been quite an active movement in lumber, the clearances aggregating 1,589,781 feet for United Kingdom and Continent, the West Indies and Central America. The total shipments since September 1, 1893, amount to 55,637,622 feet of lumber, against 66,460,297 feet for the corresponding period last year. Of hewn timber 1,126,275 cubic feet were shipped, against 2,105,392 cubic feet last year. In sawn timber the shipments amount to 2,184,338 superficial feet, against 2,238,251 superficial feet for 1892-93. The saw mills, both here and at adjacent points in this State and Mississippi, are all generally running on full time, and are fairly well supplied with orders. The Peters Lumber Co.'s large mill at Alco, Ala., cut, with one saw, during twenty-six and one-half days in May, 3,031,855 feet of lumber and timber. This is the largest cut during one month of any one mill in that section.

Beaumont.

BEAUMONT, TEXAS, June 18.

It is quite encouraging to note the decided change for the better in many departments of the lumber trade of Texas in the short space of one week. The demand has sprung up within the past ten days, and millmen who have been forcing sales will now feel badly on account of not holding stock for higher figures. The probability is that prices will now improve, and manufacturers under their present methods will reap better profits. Orders from dealers have been quite numerous lately, and, as the wheat crop of north Texas is good and other crop conditions flattering, the prospect for a general demand is good. The Beaumont Journal, in its review of the market, says: "It is refreshing to be able to chronicle a change in general market conditions. For many months there has apparently been but little life in the lumber trade, and the sales effected were at ruinously low prices, which still prevail. But there has been a decided improvement in demand within the past ten days, and if it holds up for a week longer manufacturers will be able to get better figures than those now ruling. The report is general that more orders have been received from dealers within the past ten days than during any like time for six months." There is a scarcity of timber bills, but still some inquiries, and it is thought that in this line there will also be an improvement. There is no change in the export trade, and the usual business of the Con-

solidated Company, of this city, is in progress, the company having booked a cargo of 350,000 feet this week for Tampico. The schooner Bartlett cleared during the week for Santiago, Cuba, with 316,000 feet of yellow-pine lumber. The company has made figures on several cargoes recently, and is awaiting the result of its bids. Parties prominently identified with the shipment of lumber to foreign countries are expected here in a few days to confer with the managers of the company in regard to future shipments. The various reports from saw-mill sections in southeastern Texas are more encouraging, and it is hoped when Congress adjourns and the tariff question is disposed of that there will be a gradual improvement in trade.

Southern Lumber Notes.

LEARCH & SON, of Petersburg, Va., have been awarded the contract for furnishing lumber and piles to be used in trestling the belt line of railroad around that city. The amount of contract is \$8000.

MESSRS. WATKINS & MILES, of Ohio, who recently established a mill at Abbeville, Ga., for the manufacture of cypress lumber, have determined to add fruit crates to their other works. It is stated that another Ohio firm will soon establish works for the manufacture of helves, handles, spokes, etc.

THE lumber yards of the Burton Lumber Co., at Baton Rouge, La., caught fire on the 15th inst., and from 2,000,000 to 3,000,000 feet of lumber were destroyed before the fire could be controlled. The insurance amounts to \$38,500, divided among a number of companies. An accurate estimate of the loss has not been made.

THE steamship Nicaraguan, the commodore's ship of the West Indian & Pacific Steamship Line, registering 3643 gross tons, sailed for Liverpool on the 16th inst. The Nicaraguan crossed the bar and went to sea drawing twenty-one feet ten inches. Her cargo consisted of 3296 bales of cotton and timber. The total value of the cargo was \$118,436 17. The timber was shipped by Messrs. Hunter, Benn & Co.

THE Warnell Lumber & Veneer Co., at Warnell, Fla., has had a very satisfactory season. The company has shipped since last August 250 carloads of orange-box material and carrier crates for vegetables. About July 1 they will shut down their mill for repairs and will build a tank to hold 12,000 gallons of water for fire purposes.

SEVERAL suits in the United States and State courts in Pensacola and Mobile, involving over \$100,000, between M. H. Sullivan and the Sullivan Timber Co. were settled on the 12th inst. by compromise. By the terms of settlement M. H. Sullivan conveyed all his stock in the Sullivan Lumber Co., amounting to \$75,000, to the company and paid them \$10,000 in cash. The company released all claims against M. H. Sullivan and conveyed to him all its mills at Wallace, Sullivan and Pineburg, Ala., its twenty-six miles of railroad and all lands and property owned by it east of the Alabama river on November 6, 1892.

Iron Markets.

CINCINNATI, June 16.

The business of the past week has been under the same conditions as those existing during the preceding seven days. Most of the activity has been confined to New York and the New England States, where consumers have been purchasing quite freely to protect themselves against the freight advances. In the territory directly tributary to Cincinnati less interest has been shown by buyers, and a number of important negotiations have failed to go through on account of deliveries required. Those best informed in regard to the actual cost of production of pig iron are firm in their opinion that there will be no further reduction in wages this year, and they believe that prices will not under any condition go

lower. They are, therefore, inclined to buy for their probable requirements during the remainder of 1894. The position taken by the Southern furnace companies is that they will confine themselves to contracts calling for deliveries during the next three or four months, and believing in an increased consumption and larger demand, they think that prices can be advanced in a normal way, and that later in the year there will be a little profit in the business for them. They are not disposed to force matters or try to create a boom. Today they are firm at an advance of twenty-five cents per ton over prices ruling a month ago. The two Pioneer furnaces at Birmingham have blown out, and the Little Belle at Bessemer has blown in. This means a cutting down of production in that district of about 1400 tons per week. The Sloss furnaces are still idle, and only five belonging to the Tennessee Coal, Iron & Railroad Co. are in operation in Alabama. Shipments are largely in excess of production, and there is great difficulty in supplying buyers of soft and foundry grades.

In Lake Superior charcoal irons there is some movement, although, of course, less than usual at this season of the year. The market has been demoralized recently by offerings of stocks of bankrupt concerns at prices less than cost of production.

There is a limited demand for Southern charcoal iron at current prices. Nothing of importance can be expected in this line until the car works resume operations.

As a rule settlements are being made very promptly, and many who have been accustomed to give notes are now settling in cash. Failures among the iron firms for the first six months of this year have been surprisingly few.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$10 25/100	\$10 50
South coke No. 2 foundry and No. 1 soft.....	9 25/100	9 50
Hanging Rock coke No. 1.....	12 00/100	12 50
Hanging Rock charcoal No. 1.....	16 00/100	17 00
Tennessee charcoal No. 1.....	14 00/100	14 50
Jackson county stone coal No. 1.....	14 50/100	16 00
Southern coke, gray forge.....	8 75/100	9 00
Southern coke, mottled.....	8 50/100	8 75
Standard Alabama car-wheel.....	16 25/100	17 25
Tennessee car-wheel.....	15 50/100	16 00
Lake Superior car-wheel.....	16 00/100	16 50

We quote for cash f. o. b. New York:

No. 1 foundry lake ore coke iron.....	\$13 50/100	\$14 00
No. 2 foundry lake ore coke iron.....	12 50/100	13 00
No. 1 American-Scotch.....	13 50/100	14 00
No. 2 American-Scotch.....	13 00/100	13 50
No. 1 standard Southern.....	11 50/100	12 00
No. 2 standard Southern.....	11 00/100	11 50
No. 1 standard Southern soft.....	11 00/100	11 50
Standard Southern car-wheel.....	18 25/100	18 75

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 fdy.....	\$10 00/100	\$10 25
Southern coke No. 2 soft & No. 3 fdy.....	9 75/100	10 00
Ohio Scotch softeners No. 1.....	13 00/100	13 50
Lake Superior charcoal Nos. 1 to 6.....	15 00/100	15 50

PHILADELPHIA, June 16.

Now that the new rates from Pittsburg and the West have gone into effect, the demand for iron, spot delivery, is not so great as it has been for the past two weeks. The nervy speculator is again abroad in the land, willing to buy Bessemer pig, billets, etc., at prices that would have been quite attractive to the producer six or eight weeks ago. The pig-iron market all around is, if anything, firmer than it was a week ago. When the coal and coke strike is positively over Bessemer pig and products thereof may drop down to their relative position. They will not recede, however, to prices ruling in the spring. Ordinary brands of coke and charcoal metal will, we believe, advance nearer to a living basis than they are now.

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$12 00/100	\$12 25
Standard Alabama No. 2 X.....	11 25/100	11 50
Strong lake ore coke iron No. 1 X.....	14 00/100	14 25
Strong lake ore coke iron No. 2 X.....	13 00/100	13 25
Lake Superior charcoal.....	16 25/100	16 50
Standard Alabama C. C. C. W.....	18 00/100	18 50

We quote for cash f. o. b. St. Louis:

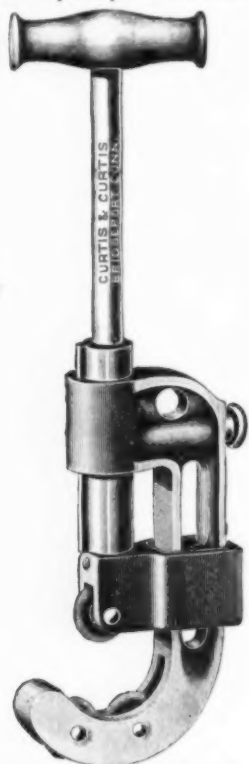
Southern coke No. 1.....	\$10 75/100	\$11 00
Southern coke No. 2.....	9 75/100	10 00
Southern coke No. 3.....	9 50/100	9 75
Southern gray forge.....	9 00/100	9 25
Missouri charcoal No. 1.....	14 00/100	14 50
Missouri charcoal No. 2.....	14 50/100	15 00
Ohio softeners.....	16 50/100	17 00
Lake Superior car-wheel.....	16 50/100	17 00
Southern car-wheel.....	16 75/100	17 25

ROGERS, BROWN & Co.

MECHANICAL.

Improved Pipe Cutter.

The new pipe cutter illustrated here-with has several novel features. It is being placed on the market by Curtis & Curtis, of Bridgeport, Conn., manufacturers of all kinds of pipeworking tools, including the well-known "Forbes" patent die-stock. This new device, while extremely simple in design, it is claimed meets all the requirements of such a tool. The general principle is the same as in all



IMPROVED PIPE CUTTER.

other three-wheel cutters, except that this has an exceedingly simple and quick adjustment, calculated to save much time to the operator. Instead of having the screw run through the body of the cutter it is run through a sleeve, which in turn slides in the body and is held by a spring-pawl. In operating, instead of the process of adjusting the cutter to the size of pipe to be cut, the sleeve is slid until the wheel is against the pipe, when a few turns of the screw, while the cutter is revolved, cuts it off.

New Planing and Matching Machine.

Some notable points of excellence characterize the planing and matching machine illustrated herewith. It is known as the new No. 3 Standard, and has the following specifications: Frame, eleven feet long, to plane and match one, two, three or four sides, fourteen and twenty-four inches wide and six inches thick; weight, 6000 to 7000 pounds; new style of frame; improved system of driving gearing; feed rolls expansively geared and fitted with a novel parallel raising and lowering attachment; solid forged-steel cutterheads, slotted on all four sides; new-system of pressure-bars and chip-breakers; new methods of hooding heads and removing shavings; new method of parallel weighting-rolls.

This machine has been designed and constructed for high speed and fast feed, and to meet the requirements of those in need of a machine to produce perfect work and either hard or soft wood with equal ease and facility. It combines good and valuable features, labor-saving devices and convenient attachments in a practical and mechanical form, and is noticeable for its great strength, durability, simplicity and convenience of operation and adjustment.

The top cutterhead is of forged steel, slotted on all four sides; journals eleven inches long, two inches diameter, fitted in a pair of heavy connected yoke boxes. Box caps are planed together to preserve

alignment, and are fitted with a new cap adjustment to take up wear, etc.

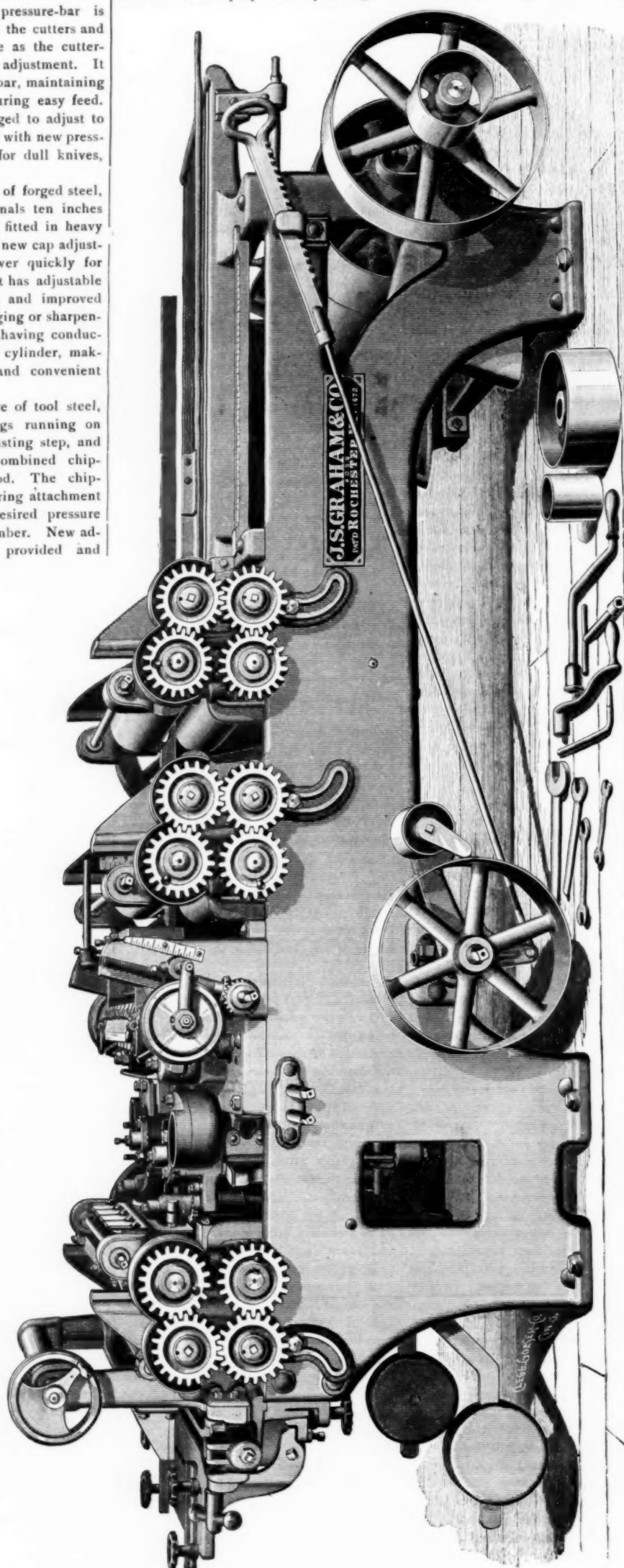
The pressure-bars raise and lower with the cutterhead. Front pressure-bar is fitted to adjust to and from the cutters and swing on the same centre as the cutterhead, allowing the closest adjustment. It has a new pivot shoe or bar, maintaining constant pressure and insuring easy feed. Rear pressure-bar is arranged to adjust to and from cutters, and fitted with new pressure attachment, allowing for dull knives, wet lumber, etc.

The under cutterhead is of forged steel, slotted on four sides; journals ten inches long, two inches diameter, fitted in heavy connected yoke boxes and new cap adjustments; will raise and lower quickly for surfacing, rebating, etc. It has adjustable press plates, throat plates and improved end apron to drop for changing or sharpening knives, etc.; also new shaving conductor and end adjustment of cylinder, making a complete, perfect and convenient under-cutter.

The matcher spindles are of tool steel, diameter and long bearings running on patent self-oiling and adjusting step, and is fitted with a patent combined chip-breaker and shavings hood. The chip-breaker is fitted with a spring attachment that can be set to any desired pressure against the edge of the lumber. New adjustable hold downs are provided and

The right-hand head and both guides can be adjusted across the whole width of the machine for the purpose of equalizing and

The feed rolls are fitted with an improved expansion gearing and parallel movement, raising and lowering the rolls



NEW NO. 3 STANDARD PLANING AND MATCHING MACHINE.

proper lubrication arranged for. The left-hand head travels across the machine by turning one crank.

saving wear of knives, pressure-bars, bed-plates, etc. Both guides have also an independent adjustment for scant or full jointing.

and keeping them parallel, avoiding strain and breakage on gears, etc. Compound gearing designed by the manufacturer is

used on the driving side, ensuring a powerful feed. A new method of weighting pressure on the rolls maintains, it is stated, a constant pressure, and does not obstruct any part of the machine.

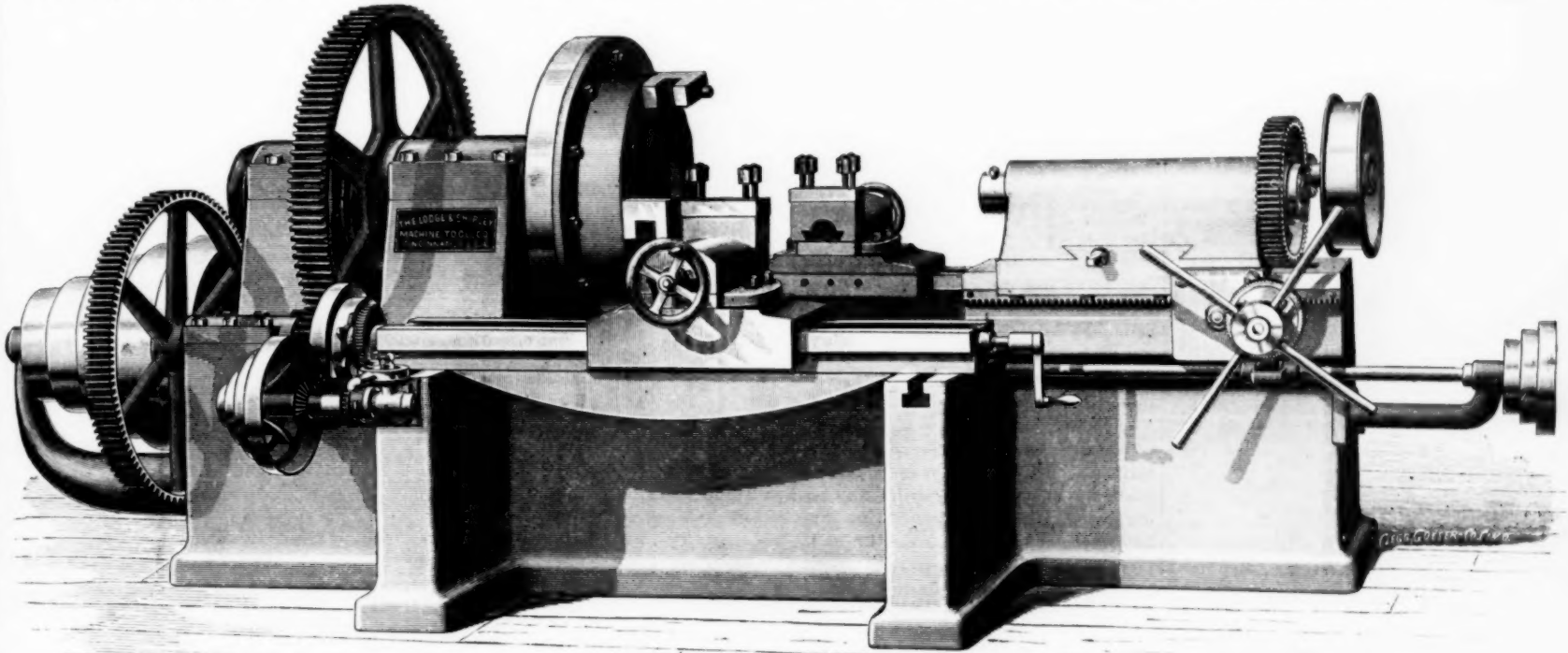
The feed works are arranged to feed from thirty to ninety feet per minute.

movement of twelve inches, enabling the machine to bore to a throw of twenty-four inches. The gearing shown gives a very powerful and steady cut to the boring bar. Boring head has power length feed, also pilot wheel for quick hand feed. The machine complete weighs about ten tons,

way or removed. The distance from the centre of the spindle to the arm is seven inches; greatest distance from end of spindle to centre in arm, twenty-six and a-half inches. An arm brace is furnished, and with this in position milling can be done to eighteen and a-half inches from

Adjustable dials graduated to read to thousandths of an inch indicate the transverse and vertical movements of table, and these dials may be adjusted without the aid of wrench or screwdriver.

The frame is hollow and fitted as a closet to hold the small parts that accom-



CRANK DISC TURNING AND BORING MACHINE.

Tight and loose pulleys on 15 and 24-inch machines are fourteen inches diameter and eight inches face, and should run 920 revolutions per minute.

The J. S. Graham Machine Co., of Rochester, N. Y., manufacture these machines, and can be addressed for further particulars.

Crank-Disc Turning and Boring Machine.

Progressive engine-builders find a machine to turn fly-wheels and crank-discs and to bore them for both centre and crank pin, without handling them separately for this operation, to be a very necessary adjunct. We illustrate herewith a machine designed to fill this requirement. The bed, which includes the head and foot-stocks, together with the wings, is all one casting. The spindle is ten inches in diameter, thirty-six inches long, is hollow four and three-quarters inches its entire length. The nose of the spindle is fourteen and three-quarters inches in diameter and is chased two threads to the inch, so that a face-plate or chuck may be easily adjusted. The spindle is scraped into the head-stock, which is provided with ample lubricating facilities, preventing, it is said, any possibility of cutting. The cone pulley is of six grades, varying from twenty-six inches to thirteen inches for $4\frac{1}{4}$ -inch belt. The ratio of revolutions of the cone pulley to live spindle is sixty to one. The distance between head and foot-stock is forty-eight inches, and a piece of forty inches width by sixty inches diameter may be turned. The rails are of a box form of construction, and are, it is stated, so designed that no stress ever brought to bear on them could produce a tremor. The rails are movable to and from the centre, so that the machine will turn down to twelve inches; they also swivel, so that pieces requiring a taper may be accurately handled. Power cross and angle feeds are supplied to the front tool post. A cross rail for turning small diameters may be supplied as an extra. A massive form of construction is adopted for the boring head in order that the most accurate results may be obtained. The especially desirable feature of the boring head is its set-over

and is built by the Lodge & Shipley Machine Tool Co., of Cincinnati, Ohio. The manufacturer will furnish any further data desired.

No. 4 Plain Milling Machine.

This machine has recently been placed on the market by the Browne & Sharpe Manufacturing Co., of Providence, R. I., and presents a number of new features, chiefly in connection with the feed. It is made with the intention that it shall be the best machine of its size.

It is one of a series of machines, so that the following description is applicable in general (except as far as dimensions are concerned) to larger and smaller plain milling machines as made by the same manufacturer. There is also a corresponding series of Universal machines.

In the Universal, however, the table is fed at an angle to the axis of the spindle, and there is provision for automatically cutting spirals.

The plain machines are the more simple and consequently comparatively low priced, and as the table is not swiveled it can rest directly upon the knee or other support, and the machine is stiffer and can take a heavier cut, or accomplish more work in a given time.

In this machine the straight bearings are scraped to surface plates; the cylindrical bearings are ground and fitted to standards; the feed and elevating screws are accurately cut, and the alignments are correct. The size of the machine renders it suitable for general shop use.

The spindle has a hole its entire length and runs in bronze boxes provided with means of compensation for wear. The front end is threaded and has a hole fitted for arbors with taper one-half inch per foot and one and a-quarter inches diameter at the small end.

The cone has three steps, the largest thirteen inches diameter for $3\frac{1}{2}$ -inch belt, and is back-geared, giving, with two speeds of countershaft, twelve changes of speed. The gears are inside the column.

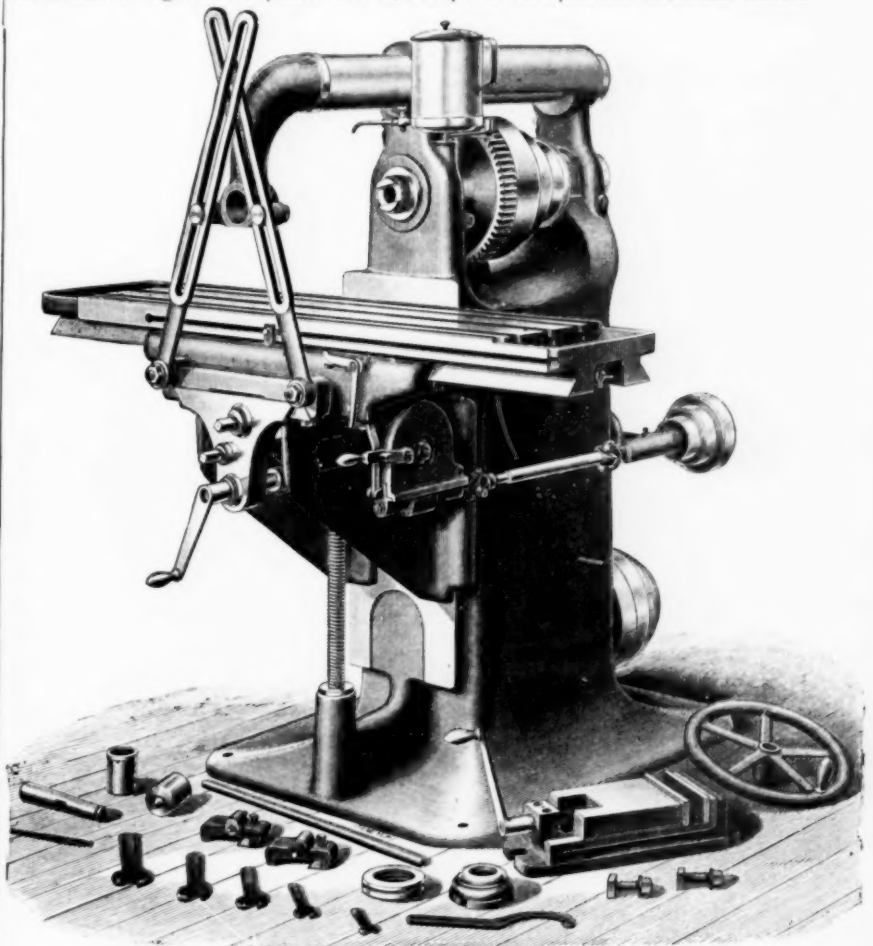
The overhanging arm has a hole for a centre, or for a bearing for outer end of arbor, etc. It can be easily reversed to receive an attachment, turned out of the

face of column.

The table, including oil pans and channels, is sixty inches long, fourteen inches wide and has a working surface 48×14 inches. It also has three T-slots three-quarters of an inch wide, a transverse movement of eight and a-quarter inches,

pany the machine. On the left side there is a pan for holding small tools, etc., and on the front of this there is a rack for wrenches.

The vise has jaws seven and one-eighth inches wide, one and seven-eighths inches deep and will open four and a-half inches.



NO. 4 PLAIN MILLING MACHINE.

and can be lowered twenty-two inches from centre of spindle.

The feed of table, forty-two inches, is automatic in either direction, and there are twelve changes of feed varying from .005 to .23 of an inch to one revolution of spindle.

The countershaft has two tight and loose pulleys fourteen and eighteen inches in diameter for four-inch belts, and should run about 200 and 155 revolutions per minute.

The net weight is about 3435 pounds, and the machine occupies a floor space of 102×59 inches.

New Automatic Switch-Stands.

The use of automatic spring safety switch-stands is steadily becoming more

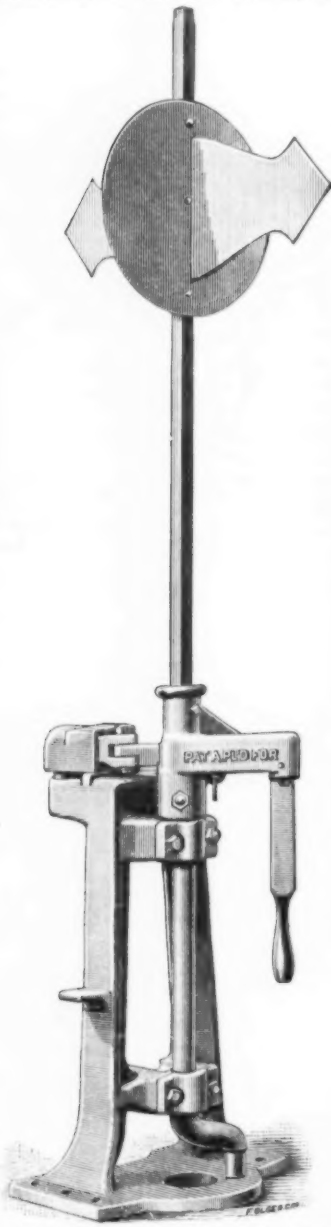


FIG. 1.—AUTOMATIC HIGH SWITCH STAND.

desirable on the railroads throughout the country. The two well-known and highly-

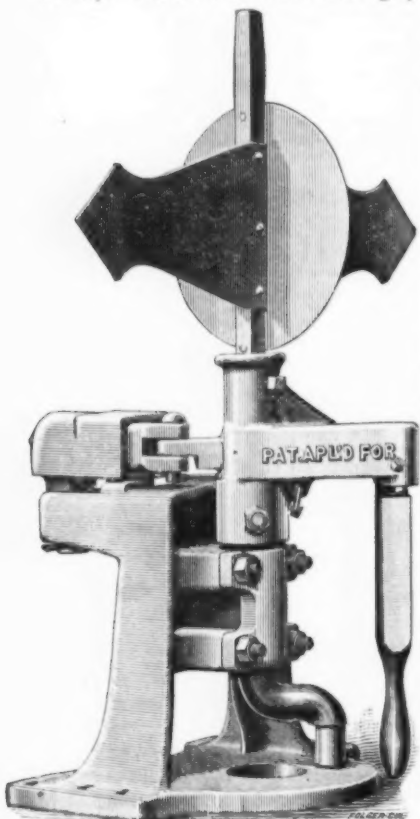


FIG. 2.—AUTOMATIC LOW SWITCH STAND.

creditable organizations of trackmen, the New England Roadmasters' Association and the Roadmasters' Association of

America, have recommended their adoption, and throughout the New England States especially they are widely used.

We show by illustrations the automatic high and low switch-stands just introduced by the Weir Frog Co., of Cincinnati, Ohio. To railroad men these stands will introduce a new departure in this line of track devices. They do not use the clutch feature, and, it is claimed, thus eliminate the weak point of these stands.

As will be noticed from the cuts, they place the spring enclosed in a housing, through which is connected sliding bars that actuate the lever casting fastened to the crankshaft. The spring acting upon the sliding bars is always bearing against the lever casting, thus pushing over the crankshaft, which forces the switch points tight up against the stock rails. As there are no stops or clutches confining the movement of the crankshaft, any lost motion due to wear of parts or by widening of gage is said to be overcome by the increase throw of crank, and the possibility of a "lip" or opening to the switch is avoided.

There is, it is stated, no strain upon the spring when stand is being thrown by hand, and the connecting rod of the stand cannot be taken off the crank without unbolting the bottom bearing and lifting the crankshaft. This latter is considered a good feature, as accidents are said to have been caused by the connecting rod becoming detached from the stand through the falling out of a cotter pin or bolt.

The manufacturer says the stand is well proportioned and has fewer parts, which are more easily gotten at than any other make of spring stands. Railroad men will find it of interest to correspond with the manufacturer for further data relative to this improved switch-stand.

Art Embossing Machine.

The methods now employed in producing artistic embossing on wood are of quite general interest. The ease and facility with which the modern machine turns out beautiful designs in this work is surprising. The Art Embossing Machine Co., of Indianapolis, Ind., is building machines of this character that are winning popular favor wherever introduced. The company's No. 2 machine, which we illustrate, together with samples of its work, secured high honors at the World's Fair on account of its construction, its method of heating, the arrangement of the dropping table and for running stock back and forth, and for its adaptability to the work required. This

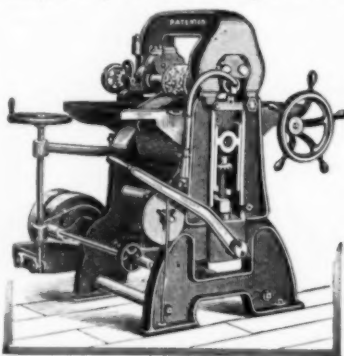


FIG. 1.—ART EMBOSING MACHINE.

machine, accommodating stock nineteen inches in width, is provided with an instantaneous drop and reversible feed, enabling the operator to cause the stock to pass back and forth under the die as often as desired, thereby making deep impressions, and, it is stated, enabling the more refractory woods to be easily managed.

It is claimed by the manufacturers that this machine and the similar No. 1 machine accommodating stock sixteen inches in width are the only embossing machines offered the trade whereby the operator can engage and disengage the stock instantaneously, placing the design at any point desired on the stock. They will emboss either the concave or the convex side of

bent stock when desired, and are among the latest achievements in this line of machinery, possessing every device of practical use and convenience. The die arbor is heated on the inside by gas or gasoline with absolute safety. The machines will accommodate stock from one-sixteenth to five inches in thickness, placing the ornament with accuracy at any point desired on the stock. They will produce from eighteen to thirty inches of product per minute at a minimum cost in the highest order of ornamentation, and, it

is positive in raising, lowering or stopping the goods at any desired point. Hand-power can be attached when desired. George W. Zastrow, 1404 to 1410 Thames street, Baltimore, is the patentee and manufacturer of this crane, and will give any further information desired.

After South American Trade.

A project on foot at Galveston, Texas, has in view the establishment of a line of vessels between Galveston, Sabine Pass and Central and South America. These ves-

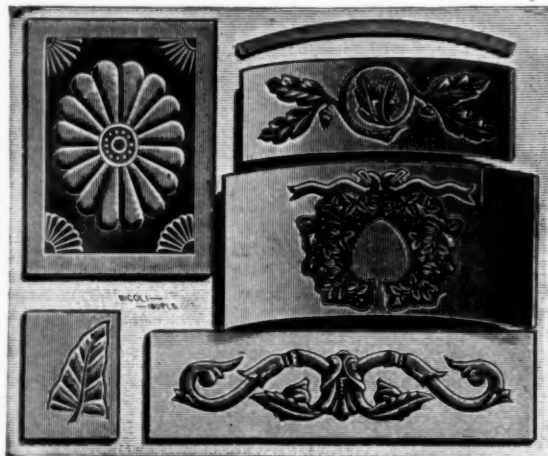


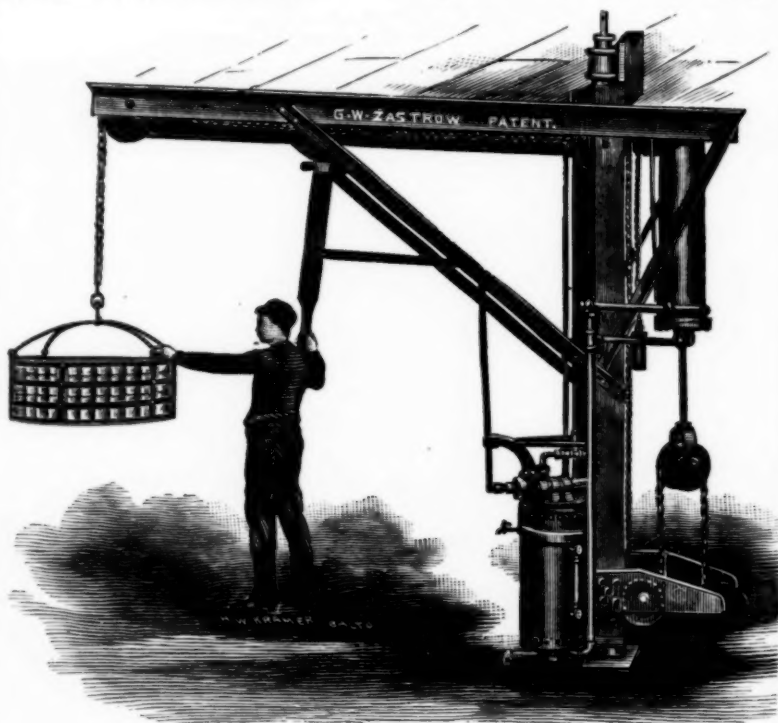
FIG. 2.—WORK DONE BY ART EMBOSING MACHINE.

is claimed, in many respects superior in beauty and effect to hand carving, coupled with a finish obtained by no other process.

The method by which these results are achieved is simple and natural in character, requiring neither skilled labor nor any special treatment of lumber, which can be used either yard or kiln-dried. These machines are strong in build, modern in construction, possessing durability, producing a maximum amount of work in a given time of high order, good quality and varied character. The manufacturer will give any further particulars desired.

sels, if the line materializes, will carry flour and lumber, and their return cargoes is expected to consist of coffee, rubber and other tropical products. The South American ports contemplated in the scheme will be the three Guineas, Venezuela and as far south as Rio de Janeiro. The trade in that direction is considered quite promising. Recently a schooner left Galveston loaded with flour and groceries for Honduras.

L. E. Aldrich, a large grower of coconuts and a merchant at Corn Island, Nicaragua, is at Mobile, Ala., endeavoring to



ZASTROW'S HYDRAULIC CRANE.

Zastrow's Hydraulic Crane.

On this page is shown a view of a patent hydraulic crane that has proven to be a decided success. It is built entirely of iron and steel, put together in the strongest possible manner, which, combined with its simplicity, reduces the liability to get out of order to the minimum. The consumption of steam used as the impelling force is very small, making it economical to operate. The crane and the article hoisted is easily controlled by one man. This control is secured by the shifter handle, which

arrange for the establishment of a line of steamers to ply between Mobile and Corn Island. It is designed to ship lumber, shingles and various kinds of merchandise to the island and bring return cargoes of coconuts. The Commercial Club of Mobile has taken up the project and will likely carry it through.

Location for Colony Wanted.

Attention is invited to an advertisement in this issue asking for a location for a colony of fifty families.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Bessemer—Machine Shop.—The Howard-Harrison Iron Co. will increase the capacity of its machine shop, and the erection of 100 coke ovens is contemplated.

Birmingham—Increase of Workmen.—The Birmingham Rolling Mill has added 100 more men to its force.

Bluffton—Cotton Mill.—A report says that a cotton mill will be built.

Eufaula—Foundry and Machine Shop.—A movement is afoot for the establishment of a foundry and machine shop and it will probably be successful. The Board of Trade can give information.

Mobile—Cocanut Factory.—A special dispatch says that machinery has been ordered for a cocanut factory. It is proposed to utilize the entire nut, making fibre from the husks, toilet creams from the milk and desiccating the meat by hydraulic pressure. The factory is to use 50,000 nuts per week.

Pruitton—Woolen Mill.—Thomas D. Pruitt will put in wool cards.*

ARKANSAS.

Beebe—Handle and Spoke Factory.—Cole & Browning are preparing to erect a handle and spoke factory.*

Little Rock—Telephone Line.—The Little Rock Telephone Co. has been organized for the purpose of constructing a telephone line and establishing an exchange. Edward W. Parker is president; George Richhardt, vice-president; Joseph Wolf, secretary, and W. B. Worthen, treasurer.

Pine Bluff—Furniture Factory, etc.—E. W. Gillfillan, of Sheffield, Ala., representing a furniture manufacturing and woodworking company, is investigating at Pine Bluff for a suitable location.

Van Buren—Bridge.—The Van Buren Bridge Co. has filed articles of incorporation, stating its purpose to be the construction of a railroad, wagon and passenger bridge over the Arkansas river. H. C. Mechem is president; J. L. Rea, vice-president; R. S. Hynes, secretary, and F. A. Youmans, treasurer; capital stock \$150,000.

FLORIDA.

Anthony—Phosphate Mines.—The Cie des Phosphates de France plant is still at Anthony and is now in operation, and as yet has not been removed to Luraville, as reported.

Early Bird—Phosphate Plant.—Whitfield & Sanders have put in a complete phosphate-mining plant.

Istachatta—Phosphate Mine.—W. A. Fulton has commenced the development of a phosphate mine.

Jacksonville—Printing Works.—J. G. Nixon, having purchased H. B. Garrett's interest in the Vance-Garrett Printing Co., will organize a stock company to continue the business, so it is reported.

Madison—Water Works.—Plans and specifications for the city's new water works have been completed by J. F. Le Baron, of Jacksonville.

Ocala—Novelty Mill.—J. W. Master has purchased and will operate the E. A. Polly Yankee Novelty Mill.

Orlando—Horse-shoe Works.—A stock company has been organized to manufacture a steel channel horse shoe patented by C. D. Shepherd. A. McCallum is president, and H. W. Greetham, secretary-treasurer.

Orlando—Novelty Works.—The Orlando Novelty Works has put in new machinery.

Pensacola—Marine Railway.—E. E. Saunders & Co. have purchased and will operate the Pensacola Marine Railway.*

St. Augustine—Box and Crate Factory.—The Board of Trade has appointed a committee to endeavor to secure the establishment of an orange box and crate factory.

Tallahassee—Steam Laundry.—N. M. Bowen intends to establish a steam laundry.*

Warnell—Lumber Plant.—The Warnell Lumber & Veneer Co. will shut down its plant July 1 for repairs.

GEORGIA.

Abbeville—Woodworking Plant.—Ohio parties are reported as to start a handle and spoke factory in Abbeville.

Augusta—Furniture Factory.—The Augusta Furniture Factory will add new machinery in the near future.

Augusta—Steel Bridge.—Contract for the construction of the new steel bridge over the canal has been awarded to M. O. Bellingrodt at \$4150 33.

Barnaley—Bauxite Mines.—The Georgia Bauxite & Mining Co., Barnaley, Ga., will develop bauxite mines.*

Cave Spring—Shoe Factory.—A shoe factory is being erected; building is to be of brick, two stories high, 85x50 feet. J. E. Sacwell can be addressed.

Hawkinsville—Electric-light Plant.—An electric-light plant will probably be installed. J. M. Burrows can give information.*

Rome—Telephone System.—Geo. A. Stuck and associates have obtained franchise to construct a telephone system, and will commence work on same at once.

Savannah—Woodworking Factory.—M. Prager, F. H. Morse and I. Kahnweiler have incorporated the Forest City Manufacturing Co. for the purpose of manufacturing furniture, boxes, woodenware, etc. The capital stock is \$5000, with privilege of increasing to \$25,000.

KENTUCKY.

Bowling Green—Tobacco Works.—William B. Morris and Warren Dougherty, forming the Warren Tobacco Co., have established tobacco works.

Danville—Water Works.—Contract for constructing the water works lately voted for has been awarded to Howard Delong & Co., of Lexington. The necessary machinery is to be furnished and the work completed for \$66,000. Plant will consist of a dam to be built on the Dix river, pumping plant to have a capacity of 2,000,000 gallons daily, standpipe 150 feet high, sixteen feet in diameter, eleven miles of pipe and 100 hydrants.

Pine Knot—Stave Mill.—The report noted last week that the Oxley Stave Co., of Sunbright, Tenn., would remove to Pine Knot was incorrect. (See Oneida, Tenn.)

Smith's Grove—Steam Laundry.—J. R. Kirby contemplates putting in a steam laundry.*

LOUISIANA.

Algiers—Brewery.—The plant of the Algiers Brewing Co. has been sold at public auction to Henry P. Dart, of New Orleans, representing St. Louis parties, for \$85,000.

Lehmann—Saw Mill.—J. R. Ross, of Nashville, Tenn., will erect at Lehmann a band mill for cutting cottonwood.

Pointe Coupee—Sugar-house.—James H. Stonaker is adding a vacuum pan to his sugar-house.

Winnsboro—Shingle Mill.—David F. Wiggins will erect a shingle mill of 50,000 to 60,000 daily capacity.*

MARYLAND.

Baltimore—Straw-hat Factory.—Townsend, Grace & Co., 209 West Fayette street, will erect an addition to their straw-hat factory.

Baltimore—Manufacturing.—George Savage, Andrew J. Guise, Robt. G. Guise, Charles L. Howell and David S. Collett have incorporated the Interior Renovating Co. to manufacture a preparation for restoring ceilings and sidewalks. The capital stock is \$20,000.

Cumberland—Rolling Mill.—The Cumberland Steel & Tinplate Co. will shortly put in a lot of new machinery, which is now being made for its mill.

Washington, D. C.—Machine Shop, etc.—Richardson & Burgess have made a contract with Richard F. B. Wer, of Philadelphia, to erect an office building, car barn, repair shop, blacksmith shop, etc. at Thirteenth and D streets N. E. Contract price is \$34,000.

Washington, D. C.—Publishing.—The Washington Times Publishing Co. has been chartered to publish a daily newspaper. C. G. Conn is president; J. H. Ralston, of Hyattsville, Md., treas-

urer, and Frank H. Padgett, secretary; capital stock \$50,000.

MISSISSIPPI.

Ocean Springs—Brick Works.—The Ocean Springs Fire-Brick Co. will add some improvements to its plant.

Rosetta—Saw Mill.—The De Gruy Lumber Co. has commenced the erection of a saw mill which is to have a daily capacity of 35,000 feet of lumber.

MISSOURI.

Bowling Green—Mineral Springs.—B. A. Wilkes, R. H. Walker, Joshua Ward and others have incorporated the B. B. Mineral Springs Co. with a capital stock of \$25,000.

De Kalb—Lumber, etc.—Albert Derge, N. A. Gardner, A. L. Wells and others have incorporated the De Kalb Grain & Lumber Co. with a capital of \$2500.

Joplin—Electric Plant.—The Southwestern electric-light and power plant, of Grand Falls, will be removed to Joplin. Plans for the buildings are now being prepared.

Kansas City—Medicine Company.—G. W. Strobe, J. A. Woods and W. H. Matthews have incorporated the Kansas City Medicine Co. with a capital stock of \$2000.

Olden—Fruit Company.—D. C. Givens, E. B. Morgan, D. A. Nisbet and others have incorporated the Missouri Fruit Co. with a capital stock of \$20,000.

St. Joseph—Shoe Company.—W. G. Fairleigh, H. H. Perrin, J. C. Curley and others have incorporated the Fairleigh Shoe Co. with a capital stock of \$100,000.

St. Louis—Mercantile.—Isadore Gelbruck, Isabella Simon and Henry Evans have incorporated the Mississippi Valley Dry Goods Co. with a capital stock of \$20,000.

St. Louis—Grain Company.—E. B. White, L. B. Stephenson and John M. Dennis have incorporated the E. B. White Grain Co. with a capital stock of \$50,000.

St. Louis—Fertilizer Factory.—P. B. Mathaisson & Co. will put in machinery for acidulating fertilizer materials.*

St. Louis—Tobacco Factory.—The Liggett & Meyers Tobacco Co. has obtained permit to erect a \$45,000 factory building.

St. Louis—Game, etc.—W. H. Judy, David Meyer, J. W. Peters and James T. Farrell have incorporated the W. W. Judy Game & Poultry Co. with a capital stock of \$5000.

NORTH CAROLINA.

Danbury—Iron Mines.—The Carolina Iron Mining & Investment Co. is making arrangements to ship ore to Virginia.

Henderson—Ice Factory.—J. W. Ponton may erect an ice factory.*

Monroe—Gold Mine.—J. E. Nichols is developing a gold mine near Monroe.

Murphy—Gold Mine.—A. A. Brown, of Waterville, Me.; A. H. Duren, Amos Leonard and A. G. Bellingill, of Fairfield, Me., and Milton Emory, of Shannett, Me., have arrived in Murphy, and will develop the Warne gold mine.

Wadesboro—Cotton Mill.—The Wadesboro Cotton Mills Co. proposes to put 2000 more spindles in its plant.

SOUTH CAROLINA.

Charleston—Guano Works.—A charter has been granted to the Wilcox & Gibbs Guano Co., capital stock paid in \$300,000, with George A. Wilcox, of Detroit, Mich., president; Isaac S. Taylor, of Jersey City, N. J., secretary, and William C. MacMurphy, treasurer, with office in Charleston. This company is one of some years standing, and its plant at Charleston has just been rebuilt after being burned.

Colleton—Saw Mill.—Stokes & Raysor are adding new and latest improved machinery to their saw mill.

Garnett—Preserve Farms.—John K. Garnett, of Garnett; Geo. C. Clarke, Samuel Thorne, Richard L. Hayes and Julian T. Daney, of New York, have incorporated the O'Keete Club of Hampton and Beaufort counties to purchase lands, swamps, waterways, etc., for the purpose of preserving thereon wild animals and game of all kinds, etc. The capital stock is \$45,000.

Prosperity—Woodworking Plant.—Wallace Bruce is erecting a building which he will equip with machinery for the manufacture of handles, spokes, ornamental woodwork, plain lumber, etc.

Rock Hill—Cottonseed-oil Mill.—J. R. London and others are organizing a \$100,000 stock company to erect a cottonseed-oil mill.

TENNESSEE.

Chattanooga—Cooperage Plant.—Charles F. Muller, of Detroit, Mich., has submitted a proposition to the Chamber of Commerce for the estab-

lishment of a cooperage plant in Chattanooga; 100 men would be employed.

Harriman—Hoe and Tool Works.—Geo. B. Durell, who recently purchased the Chattanooga Tool Co.'s plant at Chattanooga, is about to remove same to Harriman. Operations will then be commenced as soon as practicable.

Johnson City—Woodworking Plant.—The Watauga Chair and Wood Turning Works contemplate locating at Johnson City. Address Geo. R. Hurlbut.*

Memphis—Flour Mill.—A new company has been organized to operate the Memphis Flouring Mill, lately sold to Jno. K. Speed. John Armistead is president; L. H. Lanier, vice-president and manager; capital stock \$30,000.

Memphis—Woodenware Factory.—The Memphis Butter Dish & Basket Co. has lately increased its capital stock from \$15,000 to \$30,000 and added \$10,000 worth of new machinery.

Morristown—Stove Works.—The Morristown Stove Works is about to resume operations in the hands of a new management.

Oneida—Stave Factory.—The F. G. Oxley Stave Co., of Sunbright, will remove its plant to Oneida.

TEXAS.

Dallas—Packing-house.—It is reported that the Armour Packing Co., of Chicago, will erect a plant at Dallas.

Galveston—Water Works.—The issue of bonds for the construction of water works, which has been in abeyance for a year, has been declared legal. The construction of the system will at once be commenced by J. W. Byrne & Co., who were awarded the contract over a year ago at \$785,992.

Goliad—Water-power.—F. R. Starr, Jr., W. B. Campbell, I. P. Rilbe, G. W. Simmons and C. H. Baker have incorporated the Goliad Water-Power Co. with a capital stock of \$30,000.

Lampasas—Water Works, etc.—The Lampasas Water, Ice & Electric Co. has been incorporated with a capital stock of \$30,000.

Marble Falls—Water Works.—The Ice, Light & Water Co. will construct the water works lately noted. Work is to commence at once, and all the machinery needed at present has been purchased.

Muldoon—Quarries.—A. B. Kerr & Sons have resumed work at their quarries.

Nona—Lumber Mills.—The Nona Mills Co. has closed down for a period of two weeks to make repairs.

San Angelo—Irrigation Company.—S. E. Sterrett, George B. Sherwood and A. B. Sherwood have chartered the Veck Irrigating Co. with a capital stock of \$100,000.

San Antonio—Advertising.—J. S. Irvine, James Simpson and J. H. Wurtz have incorporated the General Advertising Co. with a capital stock of \$10,000.

Yoakum—Water Works.—The Yoakum Water Works Co. is making extensive improvements to its machinery and laying new mains.

VIRGINIA.

Charlottesville—Publishing.—The Chronicle Publishing Co. has been incorporated for the purpose of publishing a morning daily paper. R. T. W. Duke is president; John M. White, vice-president, and G. R. B. Michie, secretary-treasurer; capital stock authorized \$12,000.

Farmville—Canning Plant.—A. H. Porter & Co. intend to establish a canning plant.*

Fredericksburg—Gold Mine.—Gilbert R. Fox, of Norrisown, Pa., has purchased the Whitehall gold mine in Spotsylvania county, Va., for \$8500.

Front Royal—Lighting Plant.—At the election held on the 11th inst. the city voted for the purchase or erection of a lighting plant to cost not more than \$8,000. Address the mayor.

Glen Winton—Iron Furnace.—Princess Furnace, owned by D. S. Cook (office, Wrightsville, Pa.) is about to resume operations.

Lynchburg—Candy Works.—The Crescent Candy Works has doubled its capacity.

Manchester—Water Works.—The city has decided to purchase the Manchester Water Co.'s works and an issuance of \$62,000 will be made to pay for same. A mortgage of \$59,000 is to be assumed by the city. Address the mayor.

Pocahontas—Coal Mine.—C. E. F. Burnley is said to have organized a company to develop a coal mine. A 300-acre tract of land has been leased.

Radford Pipe Works and Foundry.—The Radford Pipe & Foundry Co. will make considerable improvements to its plant, including an additional pit, a 96-inch shell cupola and more boiler capacity to the pipe works, and steam crane, traveling crane and other machinery to the foundry. Contract for a part of the improvements has been let.

Roanoke—Soap Factory.—J. L. Yates, 612 Second

avenue, Roanoke, Va., expects to start a soap factory.*

Roanoke.—Publishing House.—The Roanoke Times Publishing Co., publishers of the Roanoke Times, has been reorganized as the Roanoke Publishing Co. with W. H. H. Downey, president, and C. A. Fisher, secretary-treasurer. The capital stock is not to be less than \$25,000.

WEST VIRGINIA.

Belington.—Coal Mines.—The Belington Coal & Coke Co. is preparing to resume operations at its mines.

Braxton County.—Coal Mines and Coke Ovens.—A company has been formed with a capital stock of \$250,000 for the purpose of mining coal and manufacturing coke in Braxton county. Options upon 30,000 acres of coal lands have already been secured, and it is proposed to conduct operations on the co-operative principle. Joseph Rosinski & Co., bankers, of Pittsburgh, Pa., can be addressed for information.

Central City.—Woodworking Plant.—J. F. Sliger, of Huntington, and associates will erect a plant at Central City for the manufacture of cigar boxes and other light woodwork.

Glen Easton.—Brick and Terra-cotta Works.—H. H. Briggs, W. H. Wilson, J. W. Gunn, J. C. Wiedman and Jennette McGary have incorporated the Monarch Brick Co. for the purpose of manufacturing brick and terra cotta goods. The authorized capital is \$10,000.

Huntington.—Oil Company.—Z. T. Vinson, J. L. Caldwell, T. H. Harvey and H. C. Harvey, of Huntington, and Thos. R. Shaw, of Lima, Ohio, have incorporated the Mingo Oil Co. with a capital stock of \$100,000.

Morgantown.—Planing Mill, etc.—The Morgantown Planing Mill Co., incorporated in April last, has commenced the erection of a planing mill and woodworking factory. Full equipment of machinery has been purchased.

BURNED.

Columbus, Ky.—Woodworth & Coles' whipstock and stirrup factory.

Pecos, Texas.—The Cottage Hotel.

Washington, D. C.—The Eckington Hotel; loss \$50,000.

BUILDING NOTES.

Alberene, Va.—Church.—A church building will be erected. Address R. M. Elsom.

Atlanta, Ga.—Hotel.—Nicholas Ittner has been awarded contract for the erection of a 100 room addition to the Hotel Aragon; Bruce & Morgan, architects.

Avon Park, Fla.—Business Block.—Plans are being made for a three story business block, 40x60 feet, by the Florida Development Co. Haines & Smith have the contract to build.

Baltimore, Md.—Dwellings.—Ambach & Burgunder have obtained permit to erect two three-story buildings; Dr. N. L. Dashiell, to erect two three-story buildings, and Andrew B. Baughart, to erect four three-story buildings.

Bluefields, W. Va.—Office Building.—L. Lazarus & Co. will erect a store and office building. Edw. G. Frye, of Lynchburg, Va., is preparing plans.

Clermont, Fla.—Temple.—The Masons of Mascotte and Clermont are about to erect a temple.

Cockeysville, Md.—Warehouse.—The Sherwood Distilling Co. will erect a free bonded warehouse, 145x55 feet.

East Point, Ga.—Schoolhouse.—The election to decide issuing \$700 of bonds to erect a schoolhouse resulted favorably. Address the mayor.

Gaffney City, N. C.—Church and Dwellings.—A. N. Wood and H. D. Wheat will receive sealed proposals for the erection of a church and two dwellings. Plans and specifications are ready.

Galveston, Texas.—Opera-house.—Contract for the erection of the new opera-house lately noted has been awarded to Barnes & Palliser for \$54,799.

Harrisonburg, Va.—Jail.—Contract for erecting the new county jail lately reported has been awarded to the Manly Manufacturing Co., of Dalton, Ga.

Houston, Texas.—Storehouse.—E. T. Heiner prepared plans for a \$10,000 storehouse to be erected for Mrs. Smith. Contract for building has been let.

Huntsville, Ala.—Church.—Contract for the erection of the \$14,000 structure for First Baptist Church has been awarded to Sidney Meyers.

Jacksonville, Fla.—Opera house.—It is reported that a \$200,000 opera-house will be built.

Kansas City, Mo.—Warehouse.—The Keystone Implement Co. will erect a large warehouse to replace one lately burned.

Leonard, Texas.—College, etc.—Plans are wanted for the Leonard Collegiate Institution to be built at a cost of \$25,000. Contract for erection will not be made until next year. Two dwellings for professors will also be built. Address D. H. Dudson.

Lynchburg, Va.—Dwelling.—Edw. G. Frye is pre-

paring plans for a \$16,000 residence to be erected for John Katz, Jr.

Lynchburg, Va.—Dwelling.—John R. Williams will erect a dwelling to cost \$4000. Edw. G. Frye is preparing the plans.

Memphis, Tenn.—Orphanage.—The erection of a new \$25,000 orphanage is proposed for St. Peter's Orphan Asylum at Idlewild. E. C. La Hache can be addressed.

Norfolk, Va.—Office Building.—W. H. H. Trice & Co. have just commenced work on a two-story, 10x65 feet, office building.

Pine Bluff, Ark.—Hotel.—Mrs. Parse has let contract to F. Smith for the erection of 22-room hotel to cost about \$10,000. E. Cook has prepared plans for a \$5000 frame residence for A. S. Hannet.

Prosperity, S. C.—Residence.—T. L. Schumbert will erect a residence.

Rocky Mount, N. C.—Hall.—The Corinthian Lodge, A. F. and A. M., will erect a hall building.

Rome, Ga.—School.—A school building will be erected in north Rome.

San Antonio, Texas.—Church.—The Camden Street Christian Church will erect a new building to cost over \$12,000. Address Dr. Craig, pastor.

San Antonio, Texas.—Market-house.—A committee is endeavoring to raise \$50,000 for the erection of a market house. Address Thomas Johnson.

St. Augustine, Fla.—Schoolhouse.—The plans of B. G. Rendle, prepared for the proposed addition to schoolhouse No. 1, have been accepted.

St. Louis, Mo.—Dwellings.—L. Bizant has obtained permit to erect two dwelling-houses to cost \$12,000 and \$10,000, respectively. E. C. Pipe has obtained permit to erect a \$16,000 dwelling-house.

St. Louis, Mo.—Schoolhouse.—The board of education has obtained permit to erect an addition to the Marquet schoolhouse to cost \$29,000.

Tampa, Fla.—Business Building.—J. H. Drew has contract to erect a three story, 26½x65 feet, brick building to cost \$55,000 for R. W. Easley.

Tyaskin, Md.—Hall.—The I. O. O. F. has commenced the erection of a hall building.

Washington, D. C.—Dwellings.—Permits have been issued to Caroline Miller to erect a three-story brick dwelling to cost \$75,000; to St. Andrew's Church building committee for a church to cost \$27,248, and to Richard F. Bower for a house and stable to cost \$40,000.

Washington, D. C.—Flats, etc.—John Rochon has let contract to Galloway & Son at \$750 for the erection of a store and flats. A. B. Morgan has prepared plans for a three-story dwelling for Dr. Z. B. Babbitt to cost \$5000; also plans for a three-story dwelling for Mrs. C. P. Foster to cost \$5000. A. P. Clarke, Jr., has prepared plans for a structure for the Second Baptist Church to cost about \$30,000. W. H. Reinecke has let contract to Vost & Bro. at \$7700 for the erection of a residence.

Washington, D. C.—Hotel.—A syndicate is reported as contemplating the erection of a \$750,000 hotel and apartment house.

Way Cross, Ga.—Schoolhouse.—W. Chamberlin & Co., of Knoxville, Tenn., are the architects for a \$20,000 schoolhouse to be built by the city of Way Cross.

Weatherford, Texas.—College.—An addition will be built to Weatherford College. So far \$8000 has been raised.

Weatherford, Texas.—Church.—The new Baptist church building, noted during the week, will be erected at a cost of \$10,000. J. W. O'Gwin is preparing the plans.

Wheeling, W. Va.—Business Building.—M. & J. Pollock will make extensive improvements to their business building, expending about \$20,000. Franzheim & Giesey are preparing the plans.

RAILROAD CONSTRUCTION.

Railroads.

Beaumont, Texas.—A survey is to be made by W. L. Lynch for a railroad from Silabee Junction to connections with the Missouri Pacific, Santa Fe and Houston East & West Railroads.

Bentonville, Ark.—The Arkansas Northwestern Railway Co. has been chartered by Joseph Hansen, George C. Hull, C. L. Robinson, J. M. Bohart and others to build a railroad from Bentonville, in Benton county, in a northwesterly direction about twenty-nine miles to a point on line between Arkansas and Missouri. The capital stock is \$300,000.

Burnside, La.—Surveys are in progress for the projected railroad from Burnside to Darrowville, a distance of about five miles. H. C. Brand and S. H. Lea are interested.

Fernandina, Fla.—A. T. Williams, S. S. Swann and George R. Fairbanks are interested in a project to secure the extension to Fernandina of the railroad now being built in the Okefenokee swamp of Georgia by the Suwanee Canal Co.

Glen St. Mary, Fla.—Cole & Covington are reported as to build a tramroad from their property in Charlton county to Glen St. Mary.

Orange, Texas.—Lutcher & Moore are in correspondence with parties relative to widening the

gage of the Gulf, Sabine & Red River Railroad, and the extension of the road to Galveston. Its present terminus is at Niblett's Bluff, La.

Sheffield, Ala.—The Colbert Shoals & Western Alabama Railroad Co. has been chartered with E. P. Reynolds, Jr., of Riverton, Ala., president; R. T. Abernathy, of Tusculumbia, vice-president; J. H. Nathan, of Sheffield, secretary, and S. E. Phelps, of Riverton, treasurer. It is expected to soon commence surveying the line, which is to extend from the south bank of the Tennessee river, near Pride's Station, Ala., southwesterly towards Columbus, Miss. The capital stock is \$50,000.

St. Martinville, La.—E. B. Cushing, of the engineer corps of the Southern Pacific, is surveying the proposed extension from St. Martinville to Arnaudville.

Tavares, Fla.—W. E. Simmons, contractor for grading the Tavares, Atlantic & Tampa Bay Railroad, will commence work soon.

Electric Railways.

Baltimore, Md.—The Baltimore City Passenger Railway Co. has been granted authority to extend its road to Lauraville.

Baltimore, Md.—A syndicate has been formed by Wesley M. Oler, Miles White, Jr., Seymour Mandelbaum and George Blackstone, president of the Central Passenger Railway Co., to furnish \$1,000,000 capital required for the construction of the Baltimore, Canton & Point Breeze Electric Railway.

Clayton, Mo.—The Clayton & Creve Coeur Electric Railway Co. has been granted a franchise to build an electric road from Clayton to Creve Coeur lake. Philip Deuser is president of the company; H. M. Smith, vice-president, and M. B. Greensfelder, secretary.

Hagerstown, Md.—The Schuyler Electric Co., which has been absorbed by the General Electric Trust, is endeavoring to secure a franchise to build an electric railroad.

Joplin, Mo.—The extension of the Joplin Electric Railway & Motor Co.'s line to Galena is proposed.

New Orleans, La.—The stockholders of the Orleans Street Railroad Co., Peter Cougot, president, have decided to employ an expert engineer to make surveys and estimates for the operation of its lines by electricity.

St. Louis, Mo.—The St. Louis & Kirkwood Electric Railway Co. has been granted a franchise to build an electric road. J. D. Housman is interested.

St. Louis, Mo.—The Midland Street Railway Co. has been granted authority to extend its line to Creve Coeur lake.

MACHINERY WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Bell.—The city of Tallapoosa, Ga., wants a fire bell. Address Geo. S. Nesbitt.

Belting.—Winslow S. Cobb & Co., 26 High street, Boston, Mass., will want belting.

Belting.—The Norman Oil Mill Co., Norman, Oklahoma, will want leather belting; Richard Moore, manager.

Boilers and Engines.—Winslow S. Cobb & Co., 26 High street, Boston, Mass., will want boilers and engines.

Canning Machinery.—A. H. Porter & Co., Farmville, Va., want prices on canning machinery.

Chains.—E. E. Saunders & Co., Pensacola, Fla., want to buy two large chains not less than two and a-quarter inches diameter.

Cleaning and Threshing Machine.—H. H. Davis, Brunswick, Miss., wants a machine for cleaning, gathering and threshing peas from the hull.

Cotton Gins.—R. F. Sloan, Mauldin's Mill, Ga., wants prices on cotton gins and fixtures.

Cotton Linter.—Richard Moore, manager, Norman, Oklahoma, wants a second-hand 106-saw Carver linter.

Drying Plant.—The Georgia Bauxite & Mining Co., Barnaley, Ga., may need some method of drying ore.

Dry-kilns.—The Ocean Springs Fire Brick Co., Ocean Springs, Miss., wants plans and prices on down-draft kilns for burning paving and fire-brick.

Electric-light Plant.—The Citizen's Electric Light

& Power Co., Pensacola, Fla., T. E. Welles, president, will purchase complete equipment for electric-light plant.

Electric-light Plant.—The Chattanooga Cotton Oil Co., Chattanooga, Tenn., will want a 50-light electric plant. Address in care of E. G. Richmond.

Electric-light Plant.—J. M. Burrows, Hawkinsville, Ga., wants to correspond with furnishers and manufacturers of electric-light plants.

Elevator.—Bell, Barker & Jennings, Lynchburg, Va., will want a hand elevator.

Engine, etc.—H. H. Davis, Brunswick, Miss., wants an engine or other suitable motive-power for feed mill.

Engines.—The Chattanooga Cotton Oil Co., Chattanooga, Tenn., will want a seventy-five horse-power Corliss engine 14x36 and a three horse power engine to run a dynamo. Address in care of E. G. Richmond.

Feed Mill.—I. C. Roberts, Norfolk, Va., will purchase feed mill.

Feed Mill.—H. H. Davis, Brunswick, Miss., wants to purchase a mill for crushing feed for stock; crush corn, cob, shuck and all, as well as shelled corn or peas.

Fertilizer Machinery.—P. B. Mathaisson & Co., St. Louis, Mo. (5310 North Second street), want machinery for acidulating fertilizer materials.

Gas Engine.—J. L. Hays & Co., Pittsburg, Pa., are in the market for a six horse-power gas engine.

Grain-elevator Machinery.—A. Weisenberger & Sons, Payne's Depot, Ky., want machinery for grain elevator, such as shafting, pulleys, hangers, journal boxes, No. 6 Monitor separator, cotton and rubber belting, iron roofing and siding, hopper, wagon and platform scales, etc.

Hominy Machinery.—I. C. Roberts, Norfolk, Va., will purchase hominy-mill machinery.

Ice Plant.—J. W. Ponton, Henderson, N. C., wants prices on a five to 20-ton ice plant, with full information on ice manufacturing.

Laundry Machinery.—J. R. Kirby, Smith's Grove, Ky., wants outfit of machinery for steam laundry.

Laundry Machinery.—N. M. Bowen, Tallahassee, Fla., wants prices on complete equipments for steam laundry (doubtless wants power also).

Lightning Rods.—A. F. Kearney, La Motte, Iowa, wants to correspond with manufacturers of lightning rods.

Milling Machine.—J. L. Hays & Co., Pittsburg, Pa., are in the market for a medium-size milling machine.

Oil-mill Machinery, etc.—The Norman Oil Mill Co., Norman, Oklahoma, wants conveyors, press cloth and friction clutch to handle sixty horse-power; Richard Moore, manager.

Piping.—Winslow S. Cobb & Co., 26 High street, Boston, Mass., will want piping.

Power Plant.—See "laundry machinery."

Pulleys, etc.—The Chewalla Cotton Mills, Eu-
faula, Ala., will be in the market for pulleys, shafting, hangers and supplies.

Pulleys, etc.—The Norman Oil Mill Co., Norman, Oklahoma, will want pulleys, shafting etc.; Richard Moore, manager.

Pump.—The Norman Oil Mill Co., Norman, Oklahoma, will want a deep well pump; Richard Moore, manager.

Pump Gear, etc.—Quinn & Nesbitt, Fulshear, Ga., want new pump gear or pump jack for well.

Pumping Plant.—John W. Hays, Petersburg, Va., has need of a small pumping contrivance which shall be sufficient to water a lawn under the following conditions: With abundant water, head fifteen feet, discharging through a small pipe, say, one-inch nozzle, it is desired to lift water through 200 feet of rubber lawn hose, or less, to a maximum height of fifty feet.

Railway Cars.—The Polytechnic Street Railway Co., Fort Worth, Texas, expects to purchase light mule cars soon.

Roofing.—The Chattanooga Cotton Oil Co., Chattanooga, Tenn., will want asbestos roofing.

Roofing.—Quinn & Nesbitt, Fulshear, Ga., need corrugated-iron roofing.

Rope-haulage Plant.—The Georgia Bauxite & Mining Co., Barnaley, Ga., may need rope haulage.

Scales.—The Chattanooga Cotton Oil Co., Chattanooga, Tenn., will want track and wagon scales. Address in care of E. G. Richmond.

Scales.—L. K. Hirsch, 549 Rookery Building, Chicago, Ill., is in the market for the purchase of a second-hand track scale.

Shingle Mill.—David F. Wiggins, Winnsboro, La., wants shingle-mill equipments to turn out 50,000 to 60,000 per day, to be operated by a 10x12 engine.

Soap Machinery.—J. L. Yates, 612 Second avenue, Roanoke, Va., wants machinery for manufacturing soap.

Telephone Equipment, etc.—Mitchell Bros. & Derherd, Wheelock, Texas, will buy telephone equipment.

Wagon Goods.—T. J. Ford, Rossville, Ga., wants carriage and wagon goods.

Water Wheel.—John T. Howard, Quincy, Fla.,

is in the market for a second-hand Leffel or Burnham water wheel.

Water-works Material.—James Redmond, New Bern, N. C., will need more water-works material soon.

Workworking Machinery.—Cole & Browning, Beebe, Ark., will need machinery for the manufacture of spoke and handles.

Woodworking Machinery.—Geo. R. Hurlbut, Johnson City, Tenn., wants prices on second-hand self-centring and self-releasing-gage lathe; also single and double head shaper.

Woolen Machinery.—Thos. D. Pruitt, Puitton, Ala., wants wool cards.

TRADE NOTES.

MESSRS. R. MUNROE & SON, of Pittsburg, Pa., manufacturers of water-tube boilers, report having sold last week a 150 horse-power tubular boiler, two 150 horse-power water tube boilers and two water towers. The firm's plant is running about one-half the usual number of hands on full time.

DERMAGLUTINE is an improved process rawhide adapted for pinions, gears, bushings, etc., and the makers claim that it is the most perfect and durable material of its kind ever produced. Messrs. A. Grotzinger & Sons, of Allegheny City, Pa., the manufacturers of it, are large tanners, and they report a good trade in this material. Catalogues on application.

THE Union Foundry & Machine Co., of Pittsburg, Pa., has recently filled an order from the Britton Rolling Mill Co., of Cleveland, for two gears for a tin mill. These gears are seven and a-half feet in diameter with 16 inch face and weigh about five tons apiece. The Union plant is also now working on an order from the American Timplite Co., of Ellwood, Ind., for a gear-wheel to be sixteen feet diameter, 20-inch face, and pinion six feet diameter to match; also a 30-ton fly-wheel.

MR. R. OLIVER, manager of the Reidsville Telephone Exchange, at Reidsville, N. C., has completed its exchange, for which all telephones, switchboards and materials were furnished by Elisha B. Seeley & Co., of Philadelphia, Pa. The plant is now in working order and far surpasses anticipations in every way. The exchange is to immediately nearly double the size of its plant, and if expressions from users of such a plant go for anything, certainly the system furnished by Seeley & Co. is worth the consideration of all before adopting any telephone for exchange purposes.

LAST fall the Bangkok Tramway Co., Limited, of Bangkok, Siam, received two 14-inch perforated electric leather belts from Messrs. Chas. A. Schieren & Co., of New York city. Upon the arrival of the belts at destination they were immediately put into use on Brush generators for the Short Railway Co. In a letter written to the Brush Electric Co. on January 16, 1894, Mr. Aage Westenholtz, manager, among other items of interest in his letter, states regarding the belting as follows: "Belting is also running, and has so far given us extreme satisfaction; our chief engineer can, in fact, scarcely find terms to express his admiration for its fine appearance and smooth running."

THE Soule Steam Feed Works, of Meridian, Miss., reports that it has absorbed the Gulf Saw Repair Works, of Biloxi, Miss., and that Mr. J. H. Miner, the saw expert, will hereafter be associated with the combined plants at Meridian and will superintend the manufacture of improved saw-mill dogs, saw-hammering and repairing tools and other labor-saving saw-mill devices. This concern is to be congratulated on securing Mr. Miner, as he is quite an authority on saw milling and repairing all over the United States. His book, "The Mill and Lumberman's Success," has had large circulation, and the Soule Steam Feed Works will bring out a new edition of it.

THE largest screen and blind factory in the world is what the Monroe Manufacturing Co., of Lima, Ohio, claims its plant is. The company has just issued an illustrated folder in colors describing the Hill patent inside sliding window blinds, which it manufactures, together with perfection window screens, venetian blinds, rolling partitions and steel shutters. In speaking of the state of business, the president of the company says: "Our trade so far has been fairly good. Our blind trade is keeping up in good shape, but screens have dropped off considerably in the past week. I think that the cold weather we have been having has had a good deal to do with this, as building throughout the country has been slow. We have several good orders on hand and a number in sight, so that, on the whole, we are well pleased with our trade at the present time."

THE chief points of a good piston packing are minimum of wear, snugness of fit to prevent the escape of steam, ease of adjustment and self-lubricating properties. All these are claimed to

be combined in "Vulcan" spiral piston packing, manufactured by the New York Belting & Packing Co., Limited, of 15 Park Row, New York. The materials used in its production are of a superior grade. The spiral form obviates any bending or fitting, as the coil readily adapts itself to any size piston rod. The wear is slight, owing to the fact that only the edges of the fabric are brought in contact with the piston rod. The whole packing is thoroughly saturated with a lubricating compound, which feeds itself automatically to the rod as needed. Sizes from one-quarter inch to one and one-half inches are kept in stock, and other sizes of "Vulcan" are made to order, if desired.

A SCHEME of improvements has been decided upon by the Radford Pipe & Foundry Co., of Radford, Va., the object being a very considerable addition to the working capacity of the plant. The principal improvements in contemplation consist of an additional pit, considerable increase in the equipment of present pits, a new cupola of largest capacity (96 inch shell), additions to boiler capacity and to the track system within the works, an overhead traveling crane in the special foundry, a large steam crane for hoisting pig iron to the cupola platforms, additional coal and coke trestles, etc. The Radford Company has pushed its plant to fullest capacity since February on orders from the East, and is compelled to refuse desirable business for lack of larger capacity. Contracts have already been let for part of the improvements, which it is estimated, when completed, will very nearly double the daily output of pipe and special castings.

WORKING UNDER LOCK AND KEY.—It used to be more so than now, in these days of rapid advancement, the working of machinery under lock and key. We only know of it in a few instances. About a year ago the Egan Co., of Cincinnati, Ohio, during a course of experimenting in carving by machinery, ran across a method of making bits of certain forms that as a matter of fact resulted, with its bracket-carving machine, in the making of wreaths, corner-pieces and all the fancy carving used in furniture making. The operator is a boy, who becomes in a short time very skillful, and does away with the labor of many high-priced hand-carvers. The work is beautifully done, and at a very little cost. So profitable is this bracket-carving machine that a number of furniture factories operate it in a room locked and entirely shut off from the public and from the other workmen employed. This machine is not patented, nor are the cutters that are used. The operation is easily learned, and open to those who are interested. The Egan Co. will be glad to give full and complete information relative to this machine.

TRADE LITERATURE.

AN illustrated catalogue and price-list has been issued by the Southern Auger Bit Works, of Harriman, Tenn., successors to the Bailey Auger Bit Co., and manufacturers of auger bits, car bits, carpenters' augers, machine augers, dowels, etc. This company claims some especial features for the Bailey bit which are of decided merit.

THE 1894 illustrated catalogue and price-list of the Skinner patent chucks is now being distributed by the manufacturer of those articles, the Skinner Chuck Co., of New Britain, Conn. While continuing to produce its former line, the company has added to its list several new sizes of Universal and combination lathe chucks, a heavy pattern independent lathe chuck, a "New Model" drill chuck and face plate jaws, all of which are kept in stock. The chucks made by this company are mostly the inventions of Mr. J. N. Skinner, superintendent of the works, who, having had an experience of forty years in their manufacture and use, is well calculated to produce an article of superior merit.

Knows the Millionaires.

Here is a letter which is almost as pathetic as it is amusing:

June 6, 1894.

Messrs. McArthur Bros., Chicago:

Gentlemen—I am from Boston, Mass., where I was vice-president of a railroad company. I went to New York, where I carried through financial matters amounting to millions of dollars, but lost everything by dishonest associates.

A friend of mine controls a charter for building a railroad in Florida. The counties along the line give their bonds for two-fifths of the cost of the road. With this amount of aid I could carry the road through. If you will come here I will make you a proposition. I want to go to New York and take an office there and stay till November. All my expenses would be \$1000. But I have not the money. If you would furnish me with

\$1000 I would guarantee you a large contract on the Florida railroad. If I failed to get you the contract I would forfeit \$5000. And my guarantee would be good for the following reason:

I can show you letters from twenty millionaires at the North, who wish me to visit them with a view of their taking hold of a lot of business matters in the South, where they would make fortunes and I would make a lot of money.

So my guarantee would be good. It will be for your interest to come and see me.—Chicago Railway Age.

The writer of the above seems to be sending out numerous letters of this character, but in all of them the "twenty millionaires" appear. In a letter to the editor of the MANUFACTURERS' RECORD he says:

"You will agree with me that the way to get the capitalists of the North to invest in the South is to find the opportunities for investment, and then present to the capitalists personally. I know of many opportunities in the South where fortunes can easily be made by the investment of capital. I can show you letters from twenty millionaires who inform me that they are ready and willing to invest large amounts of money in the South, and ask me to visit them with a view of their taking hold. All the matters are at a standstill, and millions of dollars not being invested just because I have not the money to go North and meet the capitalists. You have called a meeting to be held in New York to advance the interests of the South. As I have said before, twenty millionaires, some of them worth \$10,000,000, are ready to put out millions of dollars to build up Southern industries, which would greatly benefit the South, as well as themselves. I can also reach many more millionaires and get them to invest. Now, here is an opportunity for you, and you can accomplish just what you are seeking to accomplish. What I want to do is to go to New York and take offices there, and have a young lady typewriter and stay until November. All my expenses would not be over \$1500. I have not got to hunt up the capitalists; I have them already. What suggestions have you to make as to how it can be arranged for me to go to New York and have an office there, and I can be the means of building up the South. I am from Boston, Mass., where I was vice-president of a railroad company. I went to New York, where I carried through financial matters amounting to millions of dollars, but was frozen out by my dishonest associates. You may also know of many opportunities needing capital in the South and where money could be made. I know how to reach the capitalists all over the country. I can give plenty of New York and Boston references."

Summer Vacation Tours.

THE Baltimore & Ohio Railroad Co. now has on sale at all its offices east of the Ohio river a full line of tourist excursion tickets to all the lake, mountain and seashore resorts in the Eastern and Northern States and in Canada. These tickets are valid for return journey until October 31. Before deciding upon your summer outing it would be well to consult the Baltimore & Ohio book of "Routes and Rates for Summer Tours." All Baltimore & Ohio ticket agents at principal points have them, and they will be sent post paid upon receipt of ten cents by Chas. O. Scull, general passenger agent Baltimore & Ohio Railroad, Baltimore, Md.

READ HOUSE, Chattanooga, Tenn., is one of the most favorably-known hotels in the South; attested by its register record; second to none in the number of names enrolled therein daily. Its situation immediately in front of the union depot, and at the same time in the centre of the business portion of the city, makes it at all times the commandant of the patronage of the tourist as well as commercial man, who have made it headquarters in Chattanooga for years. We bespeak for the Read continued popularity.

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Deer Park, on the Crest of the Alleghenies.

To those contemplating a trip to the mountains in search of health and pleasure, Deer Park, on the crest of the Allegheny mountains, 3000 feet above the sea level, offers such varied attractions as a delightful atmosphere during both day and night, pure water, smooth, winding roads through the mountains and valleys, and the most picturesque scenery in the Allegheny range. The hotel is equipped with all adjuncts conducive to the entertainment, pleasure and comfort of its guests. The surrounding grounds, as well as the hotel, are lighted with electricity. Six miles distant on the same mountain summit is Oakland, the twin resort of Deer Park, and equally as well equipped for the entertainment and accommodations of its patrons. Both hotels are upon the main line of the Baltimore & Ohio Railroad, have the advantages of its splendid vestibuled limited express trains between the East and West. Season excursion tickets, good for return passage until October 31, will be placed on sale at greatly reduced rates at all principal ticket offices throughout the country. One-way tickets reading from St. Louis, Louisville, Cincinnati, Columbus, Chicago and any point on the Baltimore & Ohio system to Washington, Baltimore, Philadelphia or New York, or vice versa, are good to stop off at either Deer Park, Mountain Lake Park or Oakland, and the time limit will be extended by agents at either resort upon application to cover the period of the holder's visit. The season at these popular resorts commences June 23. For full information as to hotel rates, rooms, etc., address George D. DeShields, manager, Deer Park, or Oakland, Garrett county, Md.

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